

FEARLESS — BALTIC



Судостроитель: [BALTIC](#)

Длина общая: 55' 0" (16.76m)

Год постройки: 1983

Модель: Cruising/Racing Sailboat

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Купить **FEARLESS — BALTIC** 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 **FEARLESS — BALTIC** 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

FEARLESS, one of the venerable Baltic 55 sloops that made such a mark on sailing in the 1980s is back on the market with much improved refinements and ready to sail and race to near and far oceans. Her owner has dramatically improved her and with her David Pedrick keel, offering spirited performance while significantly improving her stability, she is fast, stable, safe, seaworthy and modern. Note sidebar: the keels design puts more weight lower in the keel to increase her righting moment, making her a happier sailing boat and her crew equally joyous. 3rd Place in Class 9 2018 Bermuda Race. Check out her video to Bermuda: youtu.be/MUQzYzJYDNk

Основная информация

Тип судна: Cruising/Racing Sailboat

Модельный год: 1983

Год постройки: 1983

Страна: United States

Размеры

Длина общая: 55' 0" (16.76m)

Размещение

Всего кают: 2

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

Двигатели: 1

Производитель: Perkins

Модель: 4-236

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Overview

Accommodations

FORWARD: The forward most compartment is watertight with a commercial watertight door leading aft to the “working” forepeak; next aft is the main bow area set up as workshop and storage space, (2) removable pipe berths, bracket for outboard motor, line storage etc. a Maxi style bench/step makes it easy to use the sliding deck hatch

UTILITY ROOM: next aft to starboard is a utility room with shelves and lockers for multimedia and spares on center, bottom most compartments have custom brackets for dive tanks and a dive compressor, forward and outboard in this compartment is the anchor chain locker (located 15 feet from bow for better weight distribution and to avoid affecting polar moments of inertia).

FORWARD HEAD: next aft outboard is a large hanging locker separating the chain locker from the forward head equipped with shower.

PORT GUEST STATEROOM: opposite to port is a guest cabin with upper and lower berths, the lower berth can be extended to King size; the bulkheads in this area are easily removable for racing and/or excellent access to bilges and ceilings.

MAIN SALON: next aft is the main salon with a large single leaf table to starboard, removable table to port, comfortable seating for 8-10 on two large settees, settees are full length and equipped with lee cloths for use as berths, pilot berth on starboard, entertainment center on port. Leather upholstery in salon, aft cabin and nav. station

NAV STATION: next aft to port is the nav station.

GALLEY: opposite the nav station is the walk through galley

ENGINE COMPARTMENT: between galley and nav station is the engine compartment with completely removable covers for complete engine access.

AFT HEAD AND SHOWER: aft of the nav station is the aft head with shower.

AFT CABIN: centerline queen size berth, pilot berth and pipe berth to port, hanging locker and a large FREEZER to starboard.

Other: Leather on steering wheel
Roller blinds/mosquito screens for deck hatches
Galley

- Double stainless steel sink with hot and cold pressure water
- Fresh and sea water foot pumps
- FORCE 10 stainless steel 4-burner, gimballed propane stove with oven
- MARINETICS propane solenoid as well as local manual shut off valve
- Exhaust fan above stove
- Front and top loading refrigerator with 12V-DC and two independent belt driven compressors one operating off the main engine the other off the pony engine
- Deep freezer to 20F below 0 degrees. Hold over type system.
- Microwave oven
- Drying rack above sink
- Custom built storage spaces for toaster and coffee maker

Hull and Deck

- Sandwich construction utilizing CK57 aircraft grade balsa and S-glass hybrid roving

- Newly ALEX SEA Royal Blue hull with red stripes. Painted (2018) New England Boatworks
- The hull has a foam impact zone forward capable of withstanding collision with submerged objects (containers and such)
- Water tight bulkhead with “submarine” door 6ft from bow for maximum survivability from major collision
- Elliptical rudder with self aligning roller lower bearing, designed by Humpreys and built by Bill Green (1986)
- Elliptical fin keel designed by Pedrick (1989)
- Anchor chain locker with MAXWELL electric windlass, controls both forward and in cockpit, calibrated digital chain counter
- Non skid deck, completely restored to “as new” condition and painted AWL-Grip (2001)
- Teak decking in cockpits (replaced 2001)
- HARKEN Big-Boat Genoa tracks with custom ball bearing cars, adjustable under load by dedicated LEWMAR winches
- HARKEN Big-Boat main traveler with LEWMAR rope clutches
- Multiple HARKEN ball bearing deck blocks and pad-eyes positioned for maximum sail control
- Seawater deck/anchor wash down with additional “automatic” anchor wash nozzles in bow area
- Custom Goetz Marine fabricated Maxi style flush, sliding forward hatch (1985)
- Lazarette under helmsman’s seat
- Vented propane locker aft
- SSB grounding through (2) DYNAPLATES
- 24” stainless steel lifeline stanchions with 1x19 uncovered s/s lifelines (lower life lines new 2001)
- White dodger with windows (new 2002)
- (2) Windscoops
- Full awning
- Saltwater deck and anchor wash
- Hot/cold freshwater deck shower

Electrical

AC and DC electrical system. new 2018 AC Chargers are new Mastervolt 5000 Watt inverter charger new January 2018 Small pure sine wave inverter All DC wire 2018 has been replaced in vessel. new 2018 Perkins - CAT Pony motor, 4-15GM 20 hp, built by with two alternators currently being installed October 2018, 15kW Air conditioning 19000 btu for salon Electronics

- The electronics suite received a \$40,000 upgrade B&G NMEA 2000 installed in 2018
- B&G 4G Radar new 2018
- GARMIN Repeaters first cockpit - NMEA 2000 new 2018
- B&G T3 Autohelm 24 Volt power

- step u transformer for Auto pilot from 12 to 24.
- B&G Hydra 2000 sailing instruments include speed/log, depth, wind sensors with Carbon Race AWI extended mast wand and Halcyon fluxgate compass (all B&G 2001) (1) FFD (W/NMEA) in nav station
- B&G VHF radiotelephone V50 model at navigation station, new in 2018
- VESPER AIS UHF broadcast system, new 2018
- Fleet One SAT PHONE world connect, new 2018
- (5) FFD's in aft cockpit Four in an instrument pod, one at the binnacle
- (1) FFD in center cockpit
- 360° analog wind angle in aft cockpit
- 17" bulkhead mounted X VGA LCD screen (2002)
- PC With SEA MAX software MAXSEA navigational software w/Dongle
- SSB radio, Raytheon 152, 1990
- Furuno CRT Radar (1993)
- COMNAV Autopilot (commercial grade with constant speed pump) control heads in nav station, center cockpit and at helm (2001)
- RAYTHEON GPS (2002) with output to PC or laptop
- GARMIN GPS (2002) with output to PC or laptop
- ICOM VHF radio (1990)
- SAILOR VHF (Absolutely bullet proof full 25W power) (1984)
- Locker and drawer for large footprint laser printer and scanner
- GLOBALSTAR external antenna and power bracket (2001)
- Amazing state of the art entertainment system with separate equipment, over 1000W clean quality sound (2001)
- ADS 12V power amps driving Multiple ADS speaker sets including 5.1 set up in main salon, controlled by Adcom preamp
- Dolby digital and DTS surround sound system with on deck control of deck speaker system
- Worldwide TV and VCR with 5 disc Sony DVD player, connections for Xbox and Playstation2
- Six new USB outlets new 2018

Mechanical

- Main engine PERKINS 4.236M, 4 cylinder marine Diesel Serial No. LD22728U899268K. 73 HP.
- Fuel consumption is less than 1 gallon/hour @ 6 knots cruising speed and less than 2 gallons/hour @ 8¼ knots speed
- MAX-Prop two blade feathering propeller
- Auxillary pony engine 18HP PERKINS diesel with independent control panel and throttle
- Independent refrigerator/freezer compressor off of the pony engine
- Hot water heater is driven off of pony engine
- Additional 110V-AC water heater with 10 gallon tank
- SEA RECOVERY water maker with (2) membranes 24 gallons/hour, currently not operational

- RACOR fuel filters
- Electric bilge pump with float switch and strainer
- Two manual bilge pumps
- Custom oversize “Bicycle wheel” style wheel in deep wheel well allows great sail vision when sailing.
- Separate quadrants for manual steering and hydraulic ram, new 24 V Autopilot 2017

Rigging

- Custom tapered/milled 4-spreader HALL aluminum mast (86ft long). The rig is a high powered performance rig which has also proven to be very durable. It was built tougher than a full race mast, but is still very light.
- Internal (12 Metre style) spinnaker pole track – refastened with new car (2001)
- HALL “Space frame” boom, quite light and very strong
- Mast and boom fully stripped down, painted with AWL-Grip and reassembled by MacDonald Yacht Rigging. All mast surfaces (including internally) were faired and polished at this time to eliminate chafe damage.
- Lewmar 65 2 speed self tailing - electric. New 2018.
- HARKEN Batt car system - upgraded to all Torlon ball bearings
- HARKEN Unit 3 roller furler
- NAVTEC discontinuous rod rigging
- Performance tuning is attained by (removable) hydraulic mast jack (rated at 10,000psi) to generate a race tune in excess of 50,000lbs with no damage to turnbuckle threads
- Kevlar 49 Aramid runners and checks stays
- Aramid inner forestay (removable for inshore cruising)
- Baby stay
- NAVTEC hydraulic system
- NAVTEC Inner forestay tensioner
- NAVTEC Babystay tensioner including foredeck release valve
- NAVTEC Hydraulic deflection system for checkstays
- NAVTEC Boom vang
- NAVTEC Outhaul cylinder
- NAVTEC Backstay tensioner (new seals 2002)
- Custom NAVTEC system VI interlinked hydraulic panels located port and starboard with engraved “ELUSIVE” stainless steel cover plates each controlling checkstays, outhaul, boom vang and leveling radar dome on stern mount
- NAVTEC hydraulic panel on steering pedestal controls backstay, inner forestay and baby stay
- Ten Control valves with pressure gauges and three 2-speed manual shift pumps
- Built-in over pressure release safety valves for protection throughout the system
- Full Aramid running rigging package
- Also dozens of serviceable spare halyards.

Sails

- Mainsail full batten 2008, first used in 2014. Good condition. Double tafetta carbon mylar tryradial - Quantum
- Genoa 1 or 2 145% roller furling single tafetta carbon mylar UK sails 2018
- Spinnaker 20 2017 Great Circle sails
- Code 0 UK 2014, looks brand new
- Blade, 3 2015 Great Circle sails
- Staysail 2015 Great Circle sails
- Main from a while back in history
- Genoa 1/2 140% roller furling Spectra 1995 NORTH
- MPS (runner) fiberglass sock NYLON 1995 NORTH
- MPS (reacher) fiberglass sock NYLON 1995 NORTH
- Spinnaker Nylon 1995 NORTH
- Storm trysail Dacron 1985 NORTH never used
- Storm jib Dacron 1985 NORTH, not used
- Mainsail cover 2017

Hydraulics

- Navtec Hydraulics were serviced 2018, vang piston, o rings replaced

Anchor

- CQR 70 lb anchor with 300' 3/8" chain
- Fortress 55 Aluminum danforth style anchor

Safety gear and Miscellaneous

- MOB system to satisfy ORC
- 10 man liferaft Winslow 2008, current as of October 2018. Inspected 2018
- Two new horseshoe life rings with brackets on stern pulpit new 2018
- MOB throw ropes

Entertainment New Fusion Stereo new 2018 Four speakers

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.

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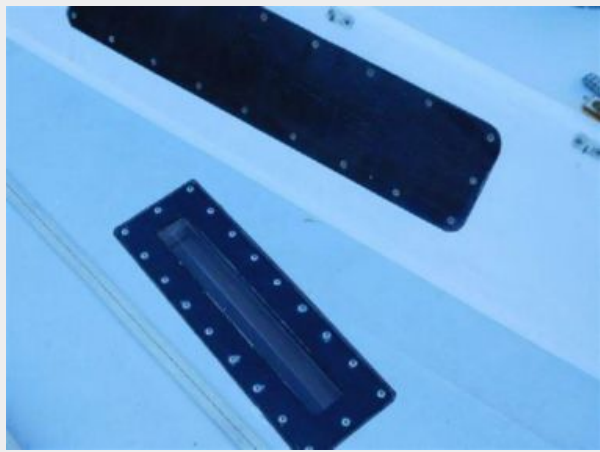
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КОНТАКТЫ

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: **Закрито**

Адрес



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