

SACHUEST — SNUG HARBOR YACHTS



Builder: SNUG HARBOR YACHTS

LOA: 50' 0" (15.24m)

Year Built: 2007

Beam: 15' 4" (4.67m)

Model: Motor Yacht

Min Draft: 3' 0" (0.91m)

Price: PRICE ON APPLICATION

Location: United States

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

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SPECIFICATIONS

Overview

This superlative yacht has many custom details and is indisputably, a CUSTOM BUILT work of art. Having sleeping quarters for six, and a creative, spacious interior, a hull shape she shares its heritage with Ray Hunts' deep V hulls, yielding a smooth ride in rough seas, along with Rolls Royce Jet Drive propulsion system allowing shallow water access, she travels in shallow spots many 50 plus foot vessels dare not. Yet there is so much more. Her aft cabin, with queen sized bed, has an enormous cockpit aft of it. Few yachts can claim both a large cockpit AND a large aft cabin with centerline bed. More, she has a full sized STAND UP Sub Zero Refrigerator with two freezer drawers beneath in her galley, a real pump room, an engine space with large doors providing excellent access, great engine room headroom for tall individuals, a flying bridge with excellent seating and view of the deck, a foredeck anchor tray of artistic quality, and more. These are just some of the many features she possesses. They are characteristics costing a lot, and not seen due to expense versus logic...SACHUEST was built at a cost of nearly \$3,000,000, in 2007. The details and special nature of her build are obvious to those who look deeply. This yacht would make a superb platform for a family cruise to the Caribbean or Mediterranean or Florida Keys, Jersey Shore, Cape Cod, Maine, Chesapeake, Bahamas. A European destination is not out of the realm of possibilities. She is fully equipped. She is superb and we hope you will put her on your list. With less than 300 total engine hours, she has had recent MAN engine service, Full Rolls Royce water Jet service. Please don't miss purchasing this American built superstar.

Basic Information

Category: Motor Yacht

Model Year: 2007

Year Built: 2007

Country: United States

Dimensions

LOA: 50' 0" (15.24m)

LWL: 45' 0" (13.72m)

Beam: 15' 4" (4.67m)

Min Draft: 3' 0" (0.91m)

MFG Length: 50' 0" (15.24m)

Speed, Capacities and Weight

Displacement: 54000 Pounds

Water Capacity: 200 Gallons

Fuel Capacity: 1000 Gallons

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 2

Manufacturer: MAN

Model: 800 Jet Drive

Engine Type: Other

Fuel Type: Diesel

DETAILED INFORMATION

Overview

ACCOMMODATIONS FLOORPLAN Raised salon motoryacht with bridge deck and aft cabin and cockpit. Sleeping accommodations for eight with master cabin aft, four bunks forward and two in the salon. Galley is down. This layout works well for a family with children and/or grandchildren. The forward end of the vessel is spacious and open with four over/under berths. The top berths fold down to make the lowers into settees with storage behind. There is a drop-leaf table on centerline. The galley is aft to port, and there is a head and stall shower to starboard. The machinery compartment can be accessed from behind the stairs (power lift) to the salon. The salon has a steering station to starboard with a utility desk to port. A high/low TV lifts out of this desk. There is storage for charts and books within. There is port and starboard access to the deck for easy docking. The dinette is aft to port with a settee to starboard. The dinette lowers to make another double berth. Access to the boat deck is aft, behind the settee and to starboard of the stairs to the aft cabin. The master cabin has a walk-around off-center king berth, a writing desk, ensuite head and stall shower. There is access to the cockpit aft to port. The machinery room is accessed from the master cabin through a door forward to starboard. The berth has a custom multi-layer memory foam mattress. There are 23 drawers, two hanging lockers and one wet locker in this cabin. The engine room is located aft under the cockpit and is accessed through multiple hatches from the cockpit. The interior is finished in satin varnished teak. The sole is solid teak with satin finish and wenge inlay. The counter tops are Corian. Upholstery is Jade UltraSuede above and Tea Rose UltraSuede below. OceanAire window shades in main salon. OceanAire hatch shades and screens (3). Custom king-sized mattress in owner's cabin. Hood stainless steel opening ports throughout.

GALLEY To complete the thinking surrounding Sachuest's superb nature, the galley was conceived with comfort and convenience to the chef, and access to the children's cabin, along with ventilation and lighting. There are numerous opening ports in this area and the galley benefits from an open area connection to the salon, yielding a very high ceiling. Sub Zero Model 700 ICI-3 combination refrigerator/freezer/icemaker, large refrigerator above with two drawer freezers below. Miele electric oven with Gaggenau four-burner propane cooktop. Sanyo microwave may operate from inverter power. Stainless steel double sinks. Sandstone Corian counter tops. Exhaust fan. Numerous storage lockers and large trash can.

HEADS MacKenzie Childs hand-painted wash bowls. Full-sized shower with seat in both heads. Heated towel bars in both. Head Hunter high pressure vacuum heads. Seacock for head discharge with key switches at helm to satisfy USCG requirements.

HULL CONSTRUCTION The initial bottom layer of planking consists of ¾" T & G Silver Bali laid horizontally over the station molds. The next layers were three 9 mm Okumbe marine grade plywood layers of planking; the first laid 45 degrees to the keel (aft to forward), the second laid 45 degrees to the keel (forward to aft) and the third laid horizontally. Each layer was separately vacuum bagged. The topside used the same construction method, but for reasons of controlling weight, one of the 9mm layers of plywood was replaced with a 1" layer of Corecell foam. The outside layer of the hull was covered with a 24 oz. woven roving cloth, and a 5' strip of Kevlar cloth was overlaid down the length of the keel for strength. Hull is Awlgrippd Sachuest Grey. The upper house and bridge were

constructed of Nydacore and structural fiberglass. Most of the curved surfaces on the bridge face, boat deck and transom seat were Nydacore, with the back side scarfed, curved and epoxied to maintain the shapes. All Nydacore edges were routed and dressed with solid structural fiberglass.

DECK Nick Jackson 1,000 lb. capacity electric crane on boat deck serving tender Caribe 11.5 foot tender with three-point lifting straps Yamaha 15 hp outboard engine Maxwell anchor windlass, Model 3500 Maxwell automatic chain counter, Model 500 C, at upper and lower helms 250 ft. galvanized anchor chain 60 lb. Suncor stainless steel Plowmaster anchor Fortress secondary anchor with 300' braided rode Custom stainless steel anchor tray and rollers (self-draining) Fresh and salt water anchor washdown system fore and aft Exalto wiper control system with variable speed and wash down features

ELECTRICAL The yacht was developed with a 24VDC electrical system, which in turn supports a 48 VDC bow thruster and several 12 VDC navigation systems. The HVAC system, refrigerator and electric oven require 110 VAC service and the washer/dryer utilize 220 VAC. There are several battery chargers as part of the overall electrical system: the main battery charger serves the house batteries. A separate charger is dedicated to the engine cranking batteries. In addition to fore and aft shore power connections, the vessel has a 5000 watt Mastervolt inverter that converts DC current into AC power. Additionally, there are two DC-to-DC transformers that reduce 24 VDC to 12 VDC which is required to power the navigation systems and one DC-to-DC step up transformer that increases 24VDC power to 48 VDC to power the electric variable-speed Westmar bow thruster. Each engine has two alternators; a small alternator that produces DC power that goes directly to the engine cranking batteries, each engine has its own Lifeline AGM battery, and a large 170 AMP alternator that supplies DC power to the house batteries. The eight 8-D house batteries, GPL 8's DL, in turn supply power to the bow thruster batteries and the navigation back-up battery by means of DC-to-DC transformers and/or converters. A separate generator charger is dedicated to the Genset and controlled by a breaker switch in the center right AC breaker panel labeled Genset charger. There are also four bow thruster batteries devoted solely to Head Hunter Tank Sentry gauges and monitors for fuel, potable water, grey water and waste water Striker spotlight with remote control Foredeck lighting Bow and stern power connections with Cablemaster reel aft (2) 25' 50 amp shore power cables for fore and aft connections Mastervolt generator 12.5 kW with Ultra Silent sound shield Mastervolt inverter 5000 Watts 24 VDC 24 VDC 100 AMP Mastervolt battery charger Wesmar 48 VDC variable speed bow thruster with four devoted batteries Splendide washer/dryer combination Watermaker with Z-brane Newport Series Model 700 Air conditioning, 3-zone Exalto variable speed windshield washer/wipers Stainless workbench Newmar 12 VDC battery charger Generator has its own battery, an AGM, 2017 Navigation system has its own battery as well, located beneath the helm.

ELECTRONICS and NAVIGATION STATION GEAR Furuno Nav Net BB VX2 central navigation center, controlling: Furuno plotter/radar Model 1834C w/4 KW closed array radar antenna Furuno plotter/radar Model 1954C w/12 KW open array radar antenna Operating software upgraded to C-MAP 3.04 Version installed in BB (7-21-2009) ICOM Model IC M 604 VHF radios (2) with mikes at upper and lower helms AIRMAR Weather Station sensor antenna Furuno Model RD 30 displays (3) (upper and lower helms and aft stateroom) Autopilot – Simrad Model AP-50 dual station Satellite television antenna dish, Seatel Coastal Model 18 Alpine stereo system with speakers in all cabins, cockpit and bridge Samsung flat screen TV in salon on custom lift

ENGINES and PROPULSION SYSTEM Twin MAN 800 hp each common rail diesel engines

with electronic helm displays Engine room access is provided by outstanding access. Three cockpit deck panels open, note photo, to allow a tall mechanic nearly infinite access to the engine room area. A ladder provides easy access below into the engine room. At the heart of Sachuest's advantages are her water jet propulsion system, giving smooth power, a bottom free of underwater appendages. Rolls Royce 441 FF Jet Drives w/ custom Vector JetStick control system 170 AMP Alternators on each engine for power to house batteries ZF Transmissions 1.165:1 Reduction Ratio ESP fuel polisher system (2) Oil change pumps 40 gal/hr at 18 knots 20 gal/hr at 10 knots Sound Down engine room insulation

BROKER'S COMMENTARY SACHUEST was built over a four-year period as a custom project for an experienced New England yachtsman, and conceived to be, without question, the best yacht of its class. Extreme attention was devoted to details, advantageous to the owner. Cold molded construction was chosen for its superior strength, longevity, sound and insulative properties and ability to hold a high-quality finish. Rolls Royce waterjets and a technologically advanced JetStick control system make this yacht efficient underway and easy to maneuver in tight marinas and access to shallow areas. SACHUEST was designed in the downeast, New England style and is an superbly attractive, seaworthy motor yacht. Her interior is comfortable and oriented to family-style cruising. Anyone looking for an almost-new, top-quality, high-tech cruising yacht with a traditional appearance would benefit from a close look at this rare piece of art.

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht 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 representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

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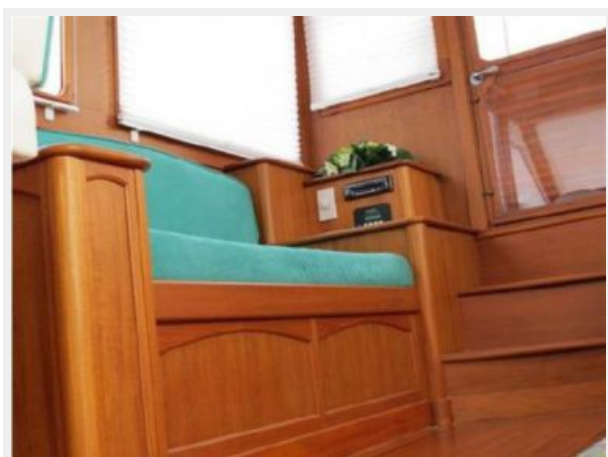
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