

HARDTIMES — NORTHERN BAY



Судостроитель: NORTHERN BAY

Длина общая: 38' 0" (11.58m)

Год постройки: 2011

Макс. осадка: 3' 10" (1.17m)

Модель: Крейсер

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Купить **Hardtimes — NORTHERN BAY** 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 **Hardtimes — NORTHERN BAY** 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

The 38 Northern Bay is a new and improved design with performance gauged by a combination of Speed, Seaworthiness and Economy.

Основная информация

Тип судна: Крейсер

Подкатегория: Downeast

Модельный год: 2011

Год постройки: 2011

Страна: United States

Размеры

Длина общая: 38' 0" (11.58m)

Макс. осадка: 3' 10" (1.17m)

Скорость, вместимость и масса

Водоизмещение: 20000 Pounds

Вместимость воды: 80 Gallons

Вместимость сточного бака: 25
Gallons

Объем топливного бака: 330
Gallons

Размещение

Всего кают: 2

Всего ком. состава: 1

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

Двигатели: 1

Производитель: Caterpillar

Модель: C9 Turbo

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Overview

Hull, Deck & superstructure

HULL: Hand lay-up FRP (fiber reinforced plastic) exterior laminate with a balsa core. White gel coat finish with blue boot top.

There are no portlights in the hull.

STEM: Curved with moderate flair.

TRANSOM: Reinforced FRP slightly rounded with tumble home design. Transom door, starboard swim platform with stainless steel frame and ladder.

BULKHEADS/STRINGERS: Three (3) bulkheads and four (4) FRP encased stringers.

* BILGE/LIMBER HOLES: [C1] Bilges are generally dirty and limber holes are of adequate size and clear.

DECKS: Hand laid glass strand molded with Nautex coring material for stiffness and insulation.

HULL-TO-DECK JOINT: Visible from the forepeak, the joint was of the deck overlap type with screw stainless fasteners on estimated 10" centers.

CHAIN LOCKER (DRAINAGE): Drainage through hull at bow. Serviceable

* DOCUMENTATION NO.: [C2] Documentation number was not properly displayed inside the vessel.

SUPERSTRUCTURE Superstructure consists of a lower forward cabin, a deck level main cabin, and a cockpit aft. Over the main cabin is a 1/2 flying bridge to starboard.

DECK HATCHES/VENTILATION: Three (3) 20" x 20" Balmor hatches over the lower cabin and one above the helm station in the main cabin. Latch, hinges screens and guide rods are serviceable. Note: Hatches such as this one exceeding 270 square inches qualify as secondary emergency escape per ABYC Recommendation H-

3.5.12 WINDOWS/PORTS/DOORS: [B1] Six (6) Oval opening ports in approx. 14" x 5", stainless framed with tempered glass around the lower cabin, (3 each side). Main cabin has a 3 panel windshield, 4 large windows each side, and 3 window panels aft.

FLYBRIDGE: A welded stainless steel tower ladder on each forward corner of the cockpit leads to the fly bridge. The frame structure supports a helm station and two person white vinyl bench. The helm has a 18" stainless steel destroyer wheel, an engine instrument panel, along with engine controls and navigation electronics.

COCKPIT: A large sliding door leads from the main cabin aft to the cockpit. To port, against the main cabin bulkhead is an outdoor shower and a built-in Magma propane grill with propane locker underneath. To starboard is a cockpit helm station with storage locker beneath. The cockpit deck has hatches for two large fishboxes, a large refrigerated fishbox and an access hatch to the bilge and steering. Transom has a built-in 25 gallon gasoline tank to replenish the dinghy tank.

* DAVIT CRANE & WINCH: [B2] A 10 ft. aluminum white powder coated mast with 9 ft. boom is mounted atop the main cabin with a manual 2,000 lb. winch by Thern

Interior

: Entering the spacious main cabin from the cockpit through a large sliding door, the galley runs the entire port side. To starboard is a spacious settee, and further forward a fully instrumented helm station with large helm seat and sliding door to the weatherdeck. Further forward and 4 steps down is the lower cabin with queen sized berth to port and head to starboard, and finally a large v-berth. All internal bulkheads are gel-coated FRP and Nautex, and all cabin soles are teak and holly. Doors, cabinets doors, and drawers are nicely stained oak. All countertops are stone appearing composite, and all seating a beige colored soft vinyl.

Main Engine

TYPE/MANUFACTURER/LOCATION: Single Catapillar 6 cylinder turbocharged diesel engine with aftercooler. Model #:C9, SN: X9Y00432

NUMBER OF CYLINDERS/HORSE POWER: 6 cyl/ 503 HP @ 2500 RPM

INDICATED HOURS: 733.3 hrs

THROTTLE CONTROLS: Morse mechanical lever/cable type to remote electric drive. Serviceable.

ENGINE MOUNTS AND BED: All solid mounting to stringers, with minimum corrosion on motor mounts.

EXHAUST SYSTEM: Custom riser to insulated 10" dia. exhaust leading aft and out of hull starboard of the centerline under water. A portion is water cooled and diverted to a 3" hose then to a starboard exhaust fitting at the waterline.

LUBE TRANSFER: Lubrication transfer system by REVERSO, model OP-6. Not tested.

FUEL FILTERS: Remote mounted Dual Turbo 500 Series Racor filter/water separator and engine spin on/off type. Serviceable.

INSULATION: Covered foam sound deadening insulation was noted in engine room. Appears serviceable.

ENGINE ALARMS: Low oil pressure alarm and coolant over heat warning both visual and audible at helm station. Appears serviceable.

COOLING SYSTEM: Closed fresh water reservoir with heat exchanger and raw water cooled exhausts.

TRANSMISSION: Twin Disc MG-502 5A, Ratio 2:1 Serial #5KK473

PACKING GLAND: Dripless packing gland, in good condition.

PROPELLER SHAFT: 2- 1/4" stainless steel. Serviceable.

OVERALL CONDITION: Engine room and machinery are clean and well maintained.

GENERATORS AND INVERTERS

TYPE/MANUFACTURER: Northern Lights 9 KW 3 cylinder diesel generator, Model# PX-309K2, SN: K47330.

KILOWATT/VOLTAGE RATING: 9 KW/110 V, 60 KHz

LOCATION: Inside full sound enclosure on centerline aft of engine in engine room.

INDICATED HOURS: 1454.2 hrs on meter.

DRIP PANS: None Sighted.

LUBRICATION: Oil level indication is normal. Engine mounted spin on/off canister type filters.

VENTILATION: Natural, flow ventilation provided by cabin vents.

Исключения

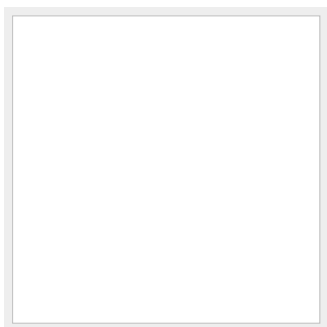
При продаже яхты исключаются личные вещи владельца.

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

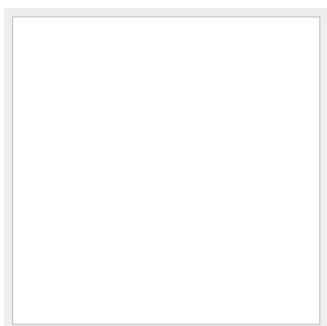
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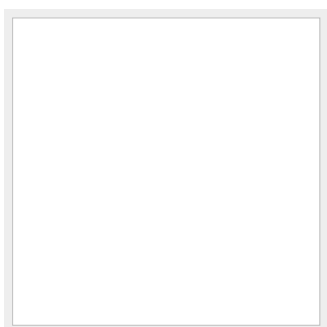
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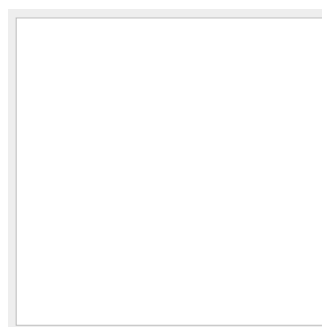
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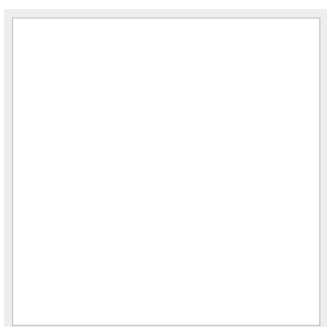
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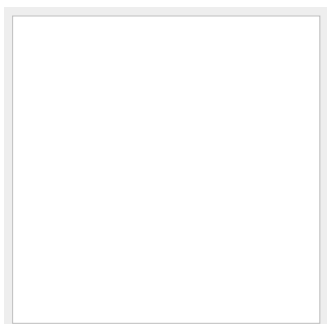
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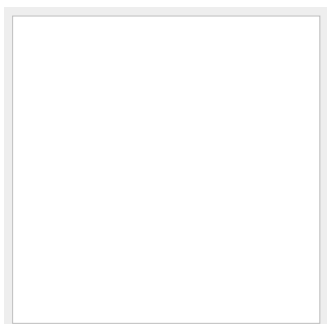
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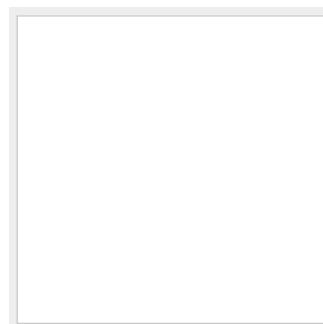
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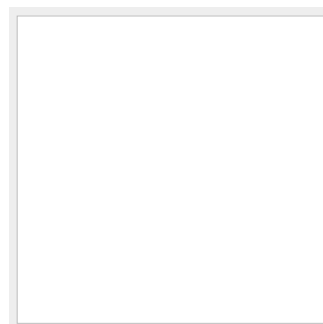
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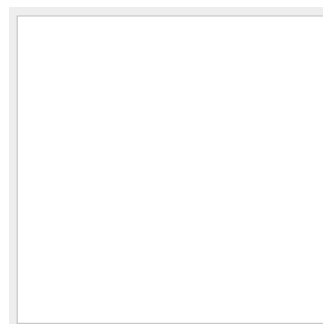
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КОНТАКТЫ

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Время работы

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

Воскресенье: **Закрето**

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