

ARETHUSA — GRAND SOLEIL



Builder: GRAND SOLEIL

Year Built: 1985

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 39' 0" (11.89m)

Beam: 12' 4" (3.76m)

Max Draft: 6' 4" (1.93m)

Cruise Speed: 7 Kts. (8 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Arethusa — GRAND SOLEIL** 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 **Arethusa — GRAND SOLEIL** 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

Arethusa has been professionally maintained since at least 2000. She features fully replaced (new 2006) teak decks, seat tops and grates;. Yanmar 53 hp diesel with saildrive and Gori feathering prop, all NEW 2014; Hull and cabin sides Awlgrippped 2012. Mast and boom Awlgrippped 2012. "Arethusa is a very special yacht. Her owner of 20 years had spared no expense to maintain her in almost new condition. Your inspection of this "Swan" quality vessel will prove worthwhile, and she is offered for sale for well below her replacement value."

Basic Information

Category: Cruising Sailboat

Model Year: 1985

Year Built: 1985

Country: United States

Dimensions

LOA: 39' 0" (11.89m)

LWL: 32' 0" (9.75m)

Beam: 12' 4" (3.76m)

Max Draft: 6' 4" (1.93m)

MFG Length: 39' 0" (11.89m)

Speed, Capacities and Weight

Cruise Speed: 7 Kts. (8 MPH)

Accommodations

Total Cabins: 2

Total Heads: 2

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: 4JH5CE SD60

Engine Type: Sail Drive

Fuel Type: Diesel

DETAILED INFORMATION

Overview

Overview Arethusa has been professionally maintained since at least 2000. She features teak decks, cockpit seat tops and grates (all new in 2006), a refaired hull (2008), and new Awlgrip on topsides and spars (2012). Yanmar 53 HP diesel and saildrive (both new in 2014). Full galley featuring double stainless sinks with new faucet and spray head (2018); stainless and gimballed three burner propane stove and oven, and 2 Seafrist engine-driven refrigerators. The interior teak joinery is finished in rubbed varnish, with removable teak and holly floor boards and a custom drop-leaf table that comfortably seats six. She sleeps up to 9 in three separate sleeping cabins and the main saloon. All interior cushions were replaced and reupholstered with ultra-suede. Two Raritan heads with newer holding tanks and one shower, good-sized hanging locker, and numerous other storage lockers throughout. She is well-equipped for cruising and racing, and can be easily single-handed.

Vessel and Accommodations The forward cabin has a double berth with below-berth storage, two storage lockers above, and an opening hatch. Aft to port is the main head, with sink, handheld shower, storage lockers, mirror, opening hatch, and floor sump-pump. Aft to starboard is a hanging locker with a shelf above. Next aft is the main saloon, featuring: to starboard, a straight settee (single berth with lee cloth), storage areas behind the settee, two storage lockers above, and a book shelf with storage for wine bottles; a U-shaped settee to port that converts to a double berth, with storage areas behind, two storage lockers above, and another bookshelf; custom drop-leaf table is on the centerline, and has a locker for bottles; opening hatch above; and gimballed oil lanterns on the bulkheads. The L-shaped galley is port-side aft of the saloon, with good counter space, stainless steel refrigeration box, a large storage locker above for dishes and provisions, a smaller locker below the gimballed Techpics three burner stove and oven, and another locker below the sinks. There is a Xintex S2A propane/CNG detector/switch/alarm. Pressurized hot (Nautic boiler with 6 gallon hot water tank) and cold water in the galley and both heads. Starboard aft of the saloon is the nav station (with hinged nav table), upgrade electrical panel, navigation instruments, chart plotter and VHF radio, and drawer storage. Next aft to starboard is the second head and a cabin with double berth and storage, with privacy doors. Port side aft is another cabin, with two bunkbed-type berths, another refrigeration box, and storage. There are five opening ports, and six fixed ports, for excellent ventilation throughout the cabin. The engine compartment is located on the centerline behind the companionway steps, with access panels on all four sides of the engine.

Hull, Deck and Cockpit The hull is made of hand laid solid fiberglass with flanged hull-deck joints, and grid-style stringers and partitions. The topsides, cabin sides, mainmast and boom were repainted with Awlgrip in 2012. The deck is fiberglass with a balsa core, and a teak overlay that was new in 2006. There are two large opening hatches, and two stainless steel cowl vents provide good ventilation below. Stainless steel standing rigging has been inspected and maintained annually. All fittings on deck are stainless steel or bronze. The mast has a roller-furling mainsail system that is controlled from the cockpit, for easy single-handed sailing. The

135 jib is mounted on a Furler roller furling system that also is controlled from the cockpit. The Hood main and 135 jib are made of Hood's Vektron fabric, and have been regularly maintained by Hood. There is a reversible windlass with foot switches, anchor locker and double anchor roller, and a varnished teak seat on the bow pulpit. The bottom was stripped, refaired and resealed in approximately 2008, and has been inspected and repainted annually. The custom fin keel is made of fiberglass encapsulated lead. The folding propeller is a 3 bladed 19" x 20" left-hand 2 speed Gori prop that was new in 2014. Fiberglass encapsulated skeg-mounted rudder. Trough-hull fittings are bronze. The large cockpit features teak seat beds and sole grates, bridge deck, and a new dodger (with stainless steel hand-rail and zipper-opening window panel), bimini (with clear panel to see masthead) and connecting (removable) rain "fly" panel that were made and installed by Harding Sails in 2018. There is a varnished teak folding table with drink holders, custom teak storage box and drink holder, a teak outboard motor block, and varnished teak coaming boards. The custom-made cockpit and rail cushions were new in 2018. There are two chrome Lewmar 48 two-speed self-tailing primary winches, chrome Lewmar 30 and 40 two-speed winches for halyards and traveler control lines, and Antol line clutches. The large elkhide-covered wheel is mounted on a pedestal, with a chart-plotter and VHF radio at the helm. Depth, autopilot and anemometer gauges are mounted on either side of the wheel for easy viewing. Two bottle propane locker (tanks new in 2019) and two large storage lockers below the helm seat. Auxilliary Power

- Ray Marine E120 GPS/Chart Plotter at Nav Station (integrated with E80 unit at helm)
- Ray Marine radar
- Northstar 941 XD GPS at Nav Station (with Autohelm NAV Data repeater in cockpit)
- Standard Horizon Intrepid VHF radio with DSC and AIS (with remote hand-held unit at helm)
- Ray Marine ST60+ wind speed indicator (in cockpit)
- Ray Marine ST60 depth sounder (in cockpit)
- Ray Marine ST4000+ Auto Pilot (in cockpit)
- Riviera White Star pedestal-mounted compass (with stainless steel cover)
- Jensen AM/FM/CD stereo with speakers in saloon and cockpit
- Rule 500 GPH bilge pump
- Refurbished/updated electrical panel for 12V DC and AC shore power (with 110V battery charger)
- Contest tactical compass (mounted on deck)
- (2) batter selector switches

Mast, Sails and Rigging

- One (approx.) 45 gallon stainless steel fuel tank (fill pipe located beneath aft-cockpit sole)
- Two 40 gallon stainless steel water tanks (located beneath port and starboard settees) with gravity flow deck fill and opening port on top of port-side tank, and one hard plastic water reserve tank located below aft port berth (approx. 95 gallons total capacity)

Tankage

- One (approx.) 45 gallon stainless steel fuel tank (fill pipe located beneath aft-cockpit sole)
- Two 40 gallon stainless steel water tanks (located beneath port and starboard settees) with gravity flow deck fill and opening port on top of port-side tank, and one hard plastic water reserve tank located below aft port berth (approx. 95 gallons total capacity)

Additional Equipment

- Bruce Plow #33 anchor, with 100 feet of galvanized chain and 150 feet nylon rode
- Danforth spare anchor
- Folding stainless steel boarding ladder with teak steps
- First aid kit; life jackets
- (4) oversized fenders
- Docklines
- Custom made canvas cover and frame (inspected and maintained annually)

Remarks Arethusa is a very special yacht. Her owner of 20 years had spared no expense to maintain her in almost new condition. Your inspection of this “Swan” quality vessel will prove worthwhile, and she is offered for sale for well below her replacement value.

Exclusions

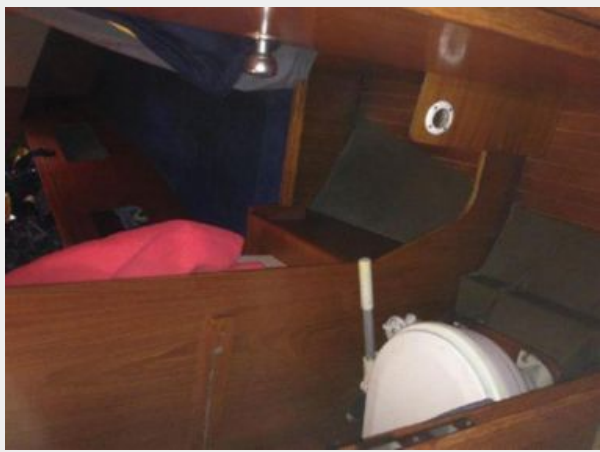
Owner's personal belongings.

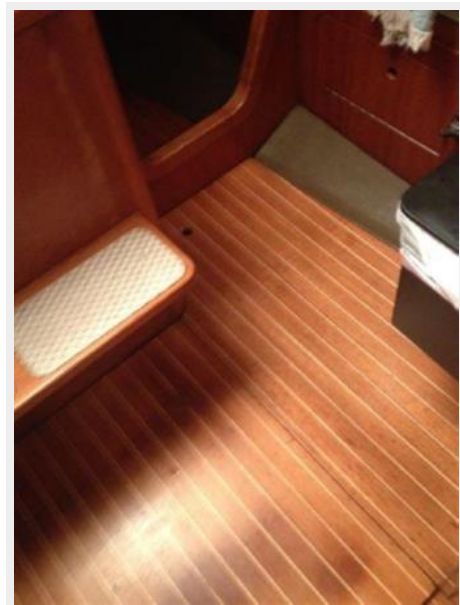
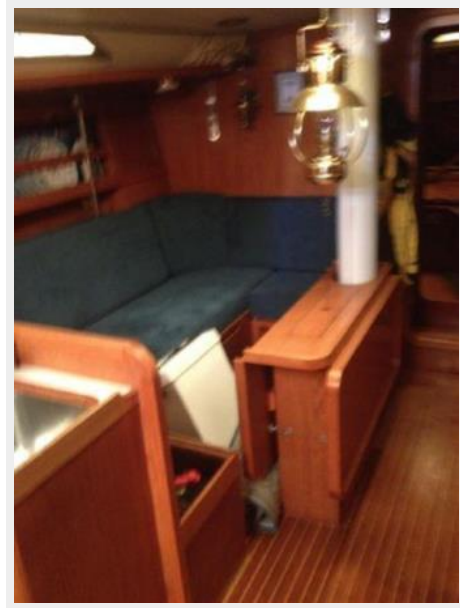
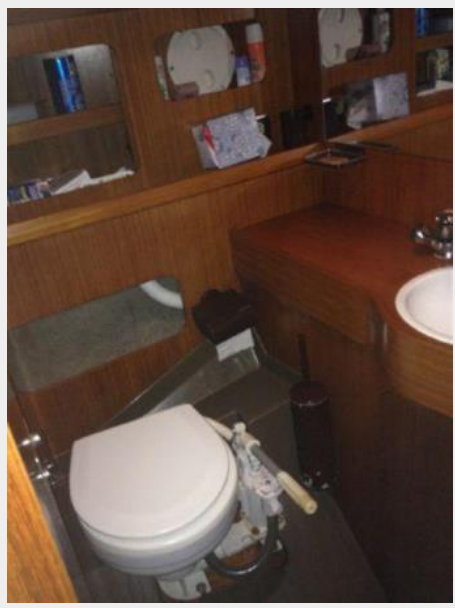
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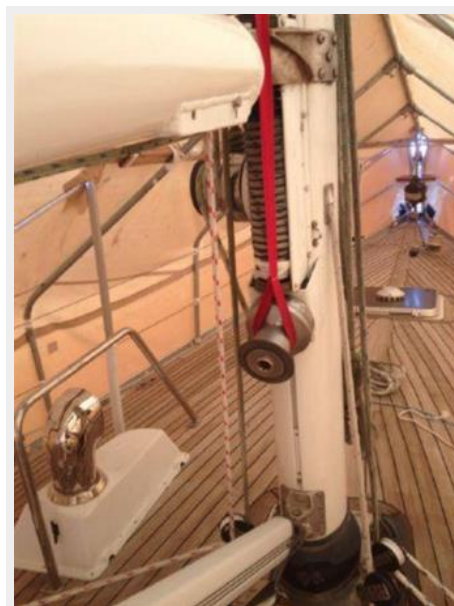
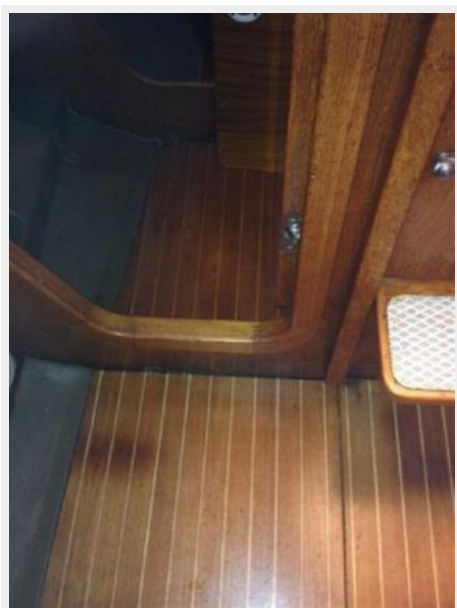
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PHOTOS

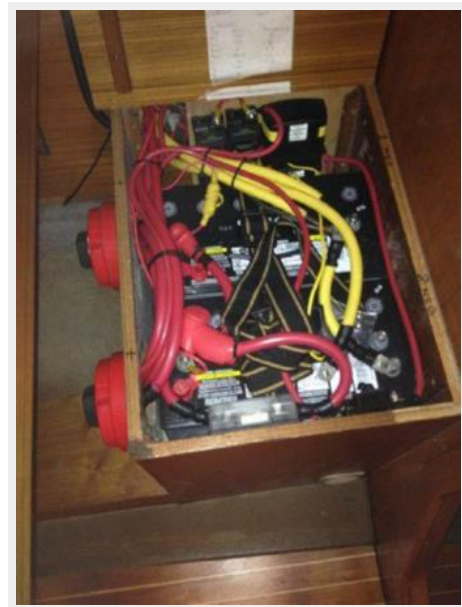


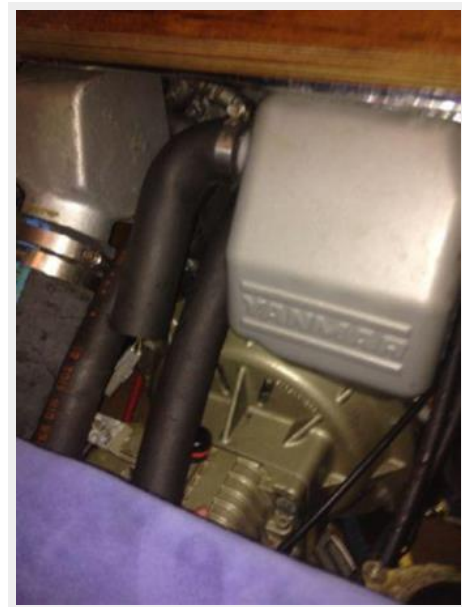
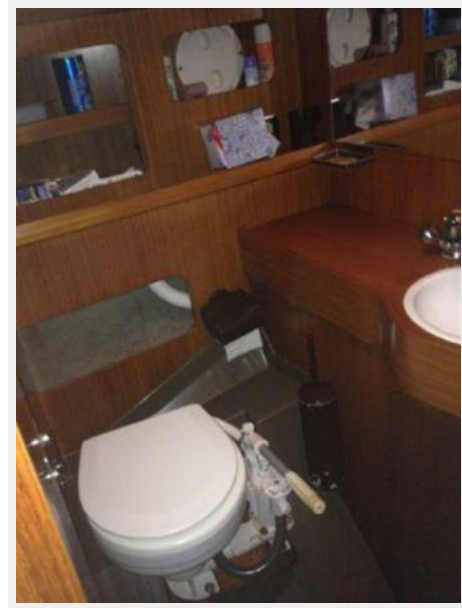


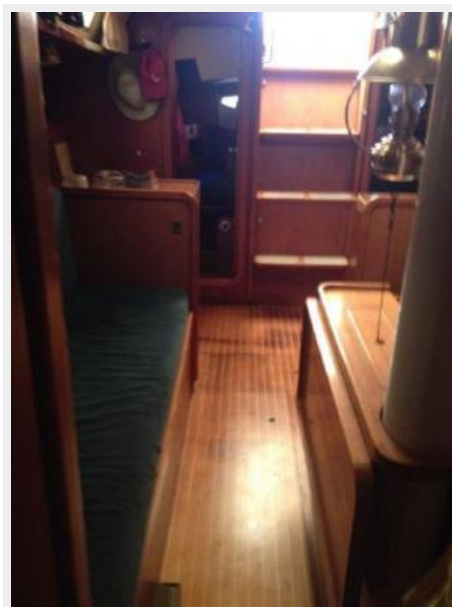
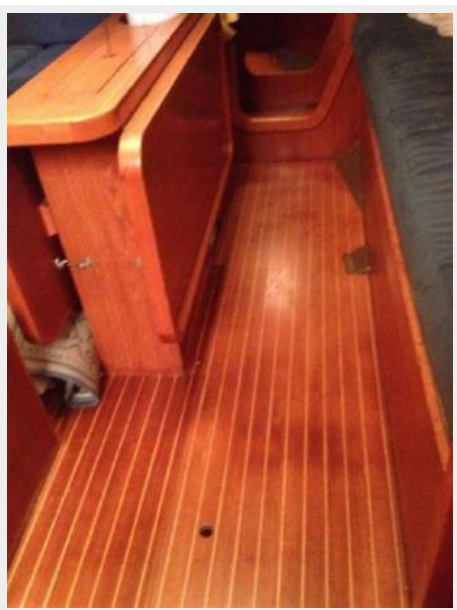


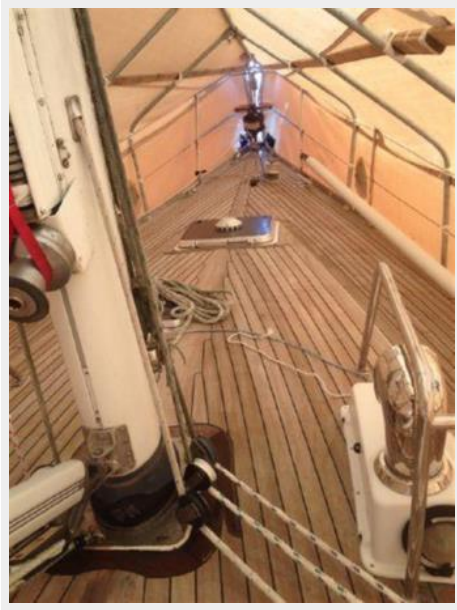












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