

TOO ELUSIVE — SOUTHERN OCEAN



Судостроитель: SOUTHERN OCEAN

Год постройки: 1985

Модель: Крейсерский кеч

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 80' 0" (24.38m)

Ширина: 20' 6" (6.25m)

Мин. осадка: 8' 11" (2.72m)

Макс. осадка: 9' 5" (2.87m)

Крейс. скорость: 8.5 Kts. (10 MPH)

Макс. скорость: 10 Kts. (12 MPH)

Купить Too Elusive — SOUTHERN OCEAN 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 Too Elusive — SOUTHERN OCEAN а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	5
Обзор	5
Основная информация	5
Размеры	5
Скорость, вместимость и масса	5
Размещение	6
Корпус и палуба	6
Информация о двигателе	6
ПОДРОБНОЕ ОПИСАНИЕ	7
INTRODUCTION	7
Galley Equipment	7
Electronics & Navigation	7
ELECTRICAL	8
Mechanical and Plumbing	8
AV System	8
Sails & Gear	9
Winches	9
Covers	9
Deck Equipment	9
Windlass and Anchor Gear	9
Other Gear and Items	10
2013/2014 Refit	10
Safety	10
Исключения	10
Отказ от ответственности	10
ФОТОГРАФИИ	12
Saloon	12

Saloon II,	12
Interior Living area	12
Master Cabin	12
Master Stateroom Looking out	12
Master Vanity	12
Port Stateroom	13
Port Stateroom	13
Port Guest Head and Shower	13
Starboard Stateroom,	13
Starboard Berth	13
Starboard Head and shower	13
Nav Station	14
Galley I	14
GAlley II	14
Refrigeration II	14
Refrigeration	14
Stove	14
Bilge storage area	15
Main Engine	15
Auxiliary Generator	15
Steering mechanism	15
Bow on	15
Transom and crew	15
Decks	16
At anchor	16
Overtaking	16
Full sail	16
Port Tack, bow shot	16
Roque-Island	16

300-4-925x614	17
Too Elusive	17
Labrador	17
Too Elusive	17
MS Harborfest	17
In Slings. FSS Belfast	17
Layout	18
КОНТАКТЫ	19
Контактная информация	19
Телефоны	19
Время работы	19
Адрес	19

ХАРАКТЕРИСТИКИ

Обзор

Основная информация

Тип судна: Крейсерский кеч	Модельный год: 1985
Год постройки: 1985	Год обновления: 2014
Вид обновления: maintenance and changes	Страна: United States
	Кубрик: Да

Размеры

Длина общая: 80' 0" (24.38m)	Ширина: 20' 6" (6.25m)
Мин. осадка: 8' 11" (2.72m)	Макс. осадка: 9' 5" (2.87m)

Скорость, вместимость и масса

Крейс. скорость: 8.5 Kts. (10 MPH)	Дальность на крейсерской скорости: 1350
Макс. скорость: 10 Kts. (12 MPH)	Водоизмещение: 130000 Pounds
Чистый вес: 63 Pounds	Вместимость воды: 800 Gallons
Вместимость сточного бака: 250 Gallons	Объем топливного бака: 950 Gallons

Размещение

Всего кают: 5

Всего коек: 8

Спальные места: 11

Всего ком. состава: 5

Каюты экипажа: 2

Койки экипажа: 4

Спальных мест экипажа: 4

Комм. состав экипажа: 2

Корпус и палуба

Материал корпуса: Fiberglass

Материал палубы: Teak and Fiberglass

Цвет корпуса: Flag Blue

Отделка корпуса: Aluminum

Дизайнер корпуса: Doug Peterson

Дизайнер экстерьера: Doug Peterson

Дизайнер интерьера: Andrew Winch /
Bannenburg

Информация о двигателе

Двигатели: 1

Производитель: Yanmar

Модель: 4LHAM-STPC

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

INTRODUCTION

Too Elusive is an outstanding ocean cruising sailing vessel designed by Doug Peterson. The hull design and vessel number one of this series of sailing yachts were built by Southern Ocean Shipyards for the Around the World race; all her sister ships have proven their world cruising and racing heritage. Built to Lloyds 100 A class she has the strength to go anywhere and the ability to enjoy daysailing and racing. For the past 12 years Too Elusive has been sailed 5 months out of 12 and kept in a heated shed when not sailing. Please keep this in mind with regards to use during the past 12 years and the upgrades and replacement of equipment during the winter months. Too Elusive has been owned by a renowned sailor and cruised with his family extensively. During the past 12 years, she has been sailed in the summers for 5 months in New England and kept at Front Street Shipyard in Belfast, Maine in a heated shed during winters. During the 2012-2013 winter she had an extensive refit. She was fully repainted in flag blue Awlgrip, and a shoe was installed on the keel. Several mechanical upgrades were made on TOO ELUSIVE, most significantly her steering system and rudder bearings. Her aft cabin had a complete rebuild while most of the main salon also was rebuilt, removing and rebuilding including crafting, overheads, and replacing all the wood. The nav station was updated and new electronics were installed. Additionally, her rigging was given a facelift with new paint on her main and mizzen masts. Front Street's riggers replaced much of her running rigging and some of her standing rigging. Finally, she was outfitted with all new sails. Too Elusive's ketch rig makes her easy to sail in all conditions and allows her to be handled by a small crew. Her sails can be balanced to match all weather conditions, she is a safe, seaworthy, world sailing vessel that is sea-kindly in adverse conditions and a pleasure to sail. Too Elusive's unique split-level saloon design makes it very easy to move from the interior to the cockpit, increasing safety for children and pets to move from the inside to outside and vice versa.

Galley Equipment

Stove/oven: Force 10 4 burner, replaced in 2014 GE convection/ microwave oven replaced 2014 Large refrigerator with holding plates, to top loading doors and one side loading door. Extra large freezer with holding plates, four top loading doors. All plates and compressors new in 2014-Grunert/Dometic system. Gas BBQ, Magma-Catalina, all stainless steel, new 2020

Electronics & Navigation

1 x Icom ICM604, in cockpit, new 2014 1 x Icom M59 at Nav desk 1 x Icom ICM 710 SSB, at Nav desk, new 2014 Danforth Constellation 6" compass at helm Fluxgate compass, Simrad & C42N connected to Nav equipment 2013 Radar, Furuno model 1835 75 mile with ARPA Radar, Garmin digital, 72 mile, model 24XHD 2014 at helm 10' Garmin glass screen 8000, multi-function display, plotter/radar at helm-new 2014 12" Garmin 8000 series in cockpit, New 2014 15"

Garmin 8000 series at nav station, New 2014 B&G Multifunction Display model 8300B&G depth sounder with two heads B&G wind angle with wind speed, wind angle and magnified wind angle B&G wind speed Garmin AIS 600KVH Sat TV

ELECTRICAL

240/220 v, 60 cycle 2 x 50 amp cord, split, one for air conditioner feed, one for main house service. Northern Lights 25 kw gen set with 8622.5 hours as of 8/10/2021, 5000 hours valve service and gen end checked. Installed 2012 SN: 8642-47038C Kohler 9 kw, 6410 hours 8/10/2021, will service all house systems but AC system. 2x Victron multi plus 24v/3000/701 inverter charger. New 2020 2 x Master volt charges 24/100 amp Auxiliary 24 volt alternator for house bank off main engine for house bank plus engine start alternator with Belmar controller Auxiliary 24 volt alternator for house bank off 25 kw gen set, plus engine start alternator with Belmar controller 16 x 6 volt AMG DC400-6 group: L16, 20 hr rated: 415 amp hour "Fall River Batteries" new 2020. House bank has total of 1800 amp hours and will operate sailing system and basic house systems for over 4 days. Victron BMV 801 battery monitor Victron digital Multi control inverter/charger monitor new 2020 1 x Charles Boost transformer All major lighting replaced with LED in 2011

Mechanical and Plumbing

Main engine hours, Aug 10 2021: 7239.6 value adjusted at 5000 hours, next major service 8000 hours, Valves check, fuel pump serviced. Oil changed every 200 hours Estimated fuel burn at 2400 rpm @ 8.5 knots 5 gal per hour, range at 8 knots estimate 1350 NM There is an older spare main engine in working condition in storage. Sea Recovery 800 GPD 5 x heads, Head Hunter Royal Flush 5 x showers- all diverters replaced- 8 Marine Cruise Air AC/ Heat, with independent controls and heating- new 2013 2 x washer/dryers, front loading Splendide combi system Rule 24v light de-watering pumps in all major bilge spaces Engine driven bilge pump in all major bilge spaces Hot water tank, 40 gal, A. O. Smith electric, supplies galley and Master stateroom Hot water tank, 60 gal stainless custom tank with Ogden fast recovery heating element, . Supplies guests and crew cabins. Sea water wash down on foredeck Fresh water hose bib on foredeck Fresh water hose bib on aft deck 2x Head Hunter 24 volt 3/4 hp Jet pumps model BA 36485330-9-56J, one pump supplies fresh water to house system one to head system. There is a cross over valve. Transfer pump for head tank to black water tank is Scott 24 volt 3/4 hp Macerator pump for direct overboard is Scott 24 volt 3/4 hp. At this time there is no deck discharge but there is room to install one. The whole head system was installed by Head Hunter in 2000 Mamba 10 steering pedestal, completely rebuilt 2020, mechanical steering to rudder, all components replaced 2020 3 blade Max propeller, removed and rebuilt by Max propeller 2017 Shaft Spurs on main shaft

AV System

Niles component rack system Every cabin and interior guest area has access to Niles system and has Sonance “Merlot” overhead speakers. The cockpit has Bose waterproof speakers. Niles system consists of APC power controller Niles amplifier Anthem CMRX 520 receiver MSC 400 universal remote sensor WE entertainment system There are 2 x Sennheiser HDR 100 remote headphones TVs in all cabins, main saloon, and dining area

Sails & Gear

Mainsail, fully battened, Doyle Ocean Weave new 2013 Mizzen sail, fully battened, Doyle Ocean Weave Genoa, 150 Doyle Ocean Weave, new 2007 Genoa 110 Doyle Ocean Weave, New 2013 Staysail, Doyle Ocean Weave Mizzen Staysail Doyle Ocean Weave with sock MP, Doyle Ocean Weave with sock Over the last 10 years the sails were sent to Doyle for inspection and cleaning every year, up to 2020 Mast and boom are built by Proctor masts. All masts and booms repainted 2012 Main and mizzen booms both have Lazy Jack systems with sail support on both booms, Lazy Jacks were new in 2012 In addition to the sails listed above there are older useable “delivery sails” in storage Carbon fiber / Kevlar running backstays with Harken air blocks new 2016 Harken Multipoint main sheet traveler new 2016 Antal spinnaker pole control new 2016 Reckmann headsail furler, new 2012 Carbon fiber spinnaker pole new 2017 Aluminum spinnaker pole All standing rigging inspected each year during prep for winter storage and any issues found corrected.

Winches

One hydraulic Reckmann deck winch at main mast 2 x hydraulic Lewmar 88, 3 speed primaries aft, new 2007 1 x Lewmar 48, 2 speed main sheet winch in cockpit 4 x Lewmar 55, 2 speed running backstay and staysail sheet winches 2 x Navtec Hydraulic backstays, serviced 2017 1 x Navtec hydraulic boom vang Mizzen mast 2 x Lewmar 43 Main mast 3 x Lewmar 55, 1 x Lewmar 65

Covers

Large sailing dodger that covers front and sides of cockpit Awning that goes over boom and covers full cockpit Mainsail cover Mizzen cover Cockpit table cover Interior floor covers Interior table covers

Deck Equipment

Teak cockpit Teak sidedecks Cockpit cushions Cockpit table Swimming ladder

Windlass and Anchor Gear

Lofrans-Titan Model B with two rope gypsies and one chain gypsy, completely rebuilt
2020Chain, 300' of Acco 1/2" Anchor CQR 140 kg Folding aluminum Danforth style anchor in
Lazarette with 150' of 1" 3 strand rodeSpare CQR with bent tip in storage

Other Gear and Items

Passarelle in storageKeel is steel with 14000 pounds of lead at bottom. Keel was fitted with steel shoe in 2013 to protect lead as the boat was hauled each winter. Steel plate of keel was audio gauged in 2018 and no wastage was found in any of the 8mm plate. Vessel had grounding under sail in 2020 with minor damage to lower front of keel. Vessel and damage was inspected by Mike Whitten, surveyors. Engine mounts checked and only damage found was to fairing on keel, and a mizzen spreader required repair. Damaged area was allowed to dry in heated shed during normal winter storage and area re-faired per surveyor.

2013/2014 Refit

Hull bottom completely stripped to remove built up bottom paint. Bottom resealed with Interlux epoxy, bottom faired and repainted with Pettit Hydra coat SE bottom paint. Same brand of bottom paint is on now. Hull topsides, fully sanded, repainted with Flag Blue Awlgrip and clear coatedMaster cabin and main saloon completely refit All new set of sailsAll new running riggingMain mast and mizzen mast repainted Hull and bottom repainted Steering system completely redone Engineered and installed new headsail foil, 2012/2013New Garmin electronics package installed at helm and nav station

Safety

1 x Life Raft, 6 person Viking purchased 2016, last service 20201 x Life raft, 8 person Viking purchase 2019 EPIRB 406 ACR Cat 1 auto deployment, Model LRB-41MOB, serviced 2020, next service 2022 Life slingVarious life jackets

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

Saloon



Saloon II,



Interior Living area



Master Cabin



Master Stateroom Looking out



Master Vanity



Port Stateroom



Port Stateroom



Port Guest Head and Shower



Starboard Stateroom,



Starboard Berth



Starboard Head and shower



Nav Station



Galley I



GAlley II



Refrigeration II



Refrigeration



Stove



Bilge storage area



Main Engine



Auxiliary Generator



Steering mechanism



Bow on



Transom and crew



Decks



At anchor



Overtaking



Full sail



Port Tack, bow shot



Roque-Island



300-4-925x614



Too Elusive



Labrador



Too Elusive



MS Harborfest



In Slings. FSS Belfast



Layout



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: **Закрето**

Адрес



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