SHESTAKOV
Yacht Sales

SUZSEA — OUTER REEF YACHTS

Судостроитель:
OUTER REEF YACHTS

Год постройки: 2008

Модель: Моторная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 73' 0" (22.25m)

Ширина: 21' 0" (6.40m)

Макс. осадка: 5' 6" (1.68m)

Купить **Suzsea — OUTER REEF YACHTS** 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 **Suzsea — OUTER REEF YACHTS** 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

SUZSEA is a great example of the Outer Reef Yachts pedigree. The 730 Model started the manufacturer highly desirable for owners who expect nothing but the best quality and safe sea-going performance and reliability.

Her highly customized electrical system and enormous battery capacity are designed for extended periods on anchor with minimal power drain. Her present owners have added their own improvements and upgrades to make her an even more trouble-free, safe, and comfortable yacht.

SUZSEA has exceptional volume with her 21’ beam and offers the accommodations and comfort of yachts in the 80’ range. She features 3 double staterooms, each with an ensuite head and shower, Office in master, plus a double crew cabin (or fourth stateroom) aft, also with crew galley, and a full head and shower.

Her efficient and reliable Caterpillar C-18 engines sip 10 Gallons per hour at 8.5 knots, giving her an easy 2000-mile range.

Recent Hull, Engine, and Performance Survey available on request.

Основная информация

Тип судна: Моторная яхта

Модельный год: 2008

Год постройки: 2008

Страна: United States

Открытая палуба мостика: Да

Кубрик: Да

Размеры

Длина общая: 73' 0" (22.25m)

Ширина: 21' 0" (6.40m)

Макс. осадка: 5' 6" (1.68m)

Длина привального бруса: 73' 0" (22.25m)

Скорость, вместимость и масса

Водоизмещение: 143000 Pounds

Вместимость воды: 500 Gallons

Вместимость сточного бака: 200 Gallons

Объем топливного бака: 3000 Gallons

Размещение

Всего кают: 3

Всего коек: 4

Всего ком. состава: 5

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: C-18

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Key Features

Nobeltec Time Zero software and maps with Dell quad-core server for navigation

House bank consists of (24) - 6v 355 amp/hr Lifeline AGM batteries. Total of 2,130 amp/hr at 24 Volts

Separate DC air conditioner in the master cabin

Bow and Stern Thruster

1800 gallon per day water maker

3,000 Hour Caterpillar service completed

13.5' Nautica RIB with 60 hp Yamaha tender

Brower Systems 2000 lb power rotation hydraulic davit

Fresh Bottom Paint

Recent Updates

Separate AC unit for Master independent of the chilled water system

New freshwater accumulator tank

Chilled water AC now equipped with start

New dual Racor fuel filter assembly (Starboard)

New Furuno 25kw radar with 6' scanner

New wind meter

New 70 Kilo stainless Rochna anchor

2 new stainless anchor rollers

Completed hydraulic service

3 new 19" Lenovo displays in the pilothouse

2 new Dell computers for navigation

New AC circulation pump (and rebuilt spare)

3,000 Hour Caterpillar service

New Whirlpool washing machine

New overhead speakers in the aft deck and pilothouse

Dell TV in the pilothouse

2 AIS units, 1 for full information and 1 receiver

Yacht Description

Vessel Walkthrough

The main salon is the entry point from the aft deck and invites you into a very comfortable, well-appointed space with a cherry interior that incorporates beautiful burled maple inlays in the window mullions in the main salon pilothouse and master stateroom.

To port is a custom-made sofa that converts into a full-size bed.

Cabinetry is exceptional, with beveled glass display cases that add to the warm interior.

Up 2 steps to the galley, there are Kitchen Aid stainless steel appliances (gas stove), a double S/S sink, and granite countertops.

Going forward from the galley, there is a day head to starboard with an onyx countertop.

Forward from there, you enter a proper pilothouse. There is exceptional seating for 6, U-shaped with excellent visibility.

All instruments were carefully laid out with the greatest of detailed planning and easily accessible. A single Stidd helm chair with black upholstery is at the wheel.

You can exit to the side decks on either port or starboard from the pilothouse, go up to the flybridge, or down to the master and guest staterooms.

The galley, pilothouse, day head, staterooms, below deck hallway, and crew quarters all feature a teak and holly cabin sole.

Down the stairs from the pilothouse and forward is the VIP cabin, a queen-sized bed with plenty of hanging storage space and drawers. Overhead is a full-size hatch. There

is a full-size private head with a large shower. Countertops and fixtures were upgraded.

Aft of the VIP, there is a stateroom to port with two single beds, ample storage, and a private head with shower.

Aft of this space, there is a Whirlpool stacked front load washer/dryer to starboard in a hallway closet leading to the master stateroom.

The master is full beam width with a king-size bed. There is a very large walk-in closet on the starboard and forward, and the master bath is on the port to aft. There are two sinks, a semi-private area for the toilet, and a full-size shower.

As you move aft from the master on the starboard side, you enter the ship's office with plenty of storage space and shelves to house all ships records with space to spare. Also, the main breaker panel is in this area. You can enter the engine room from this space.

The engine room is the crew area with a crew sleeping cabin for two, crew head with shower to port. Also, there is an additional Kitchen Aid side-by-side refrigerator, microwave, sink, and storage space in the crew area.

Aft from this area, you exit to the swim deck.

Exterior

The flybridge is full beam width and offers an exceptional room with twin hi/lo cocktail tables and two L-shaped settees.

Her FRP molded helm station with a full Sunbrella canvas cover is forward with easily accessed controls and good visibility. Beneath the console is a very large, easily accessed storage area. Two Stidd helm chairs with powder-coated bases are mounted and have white upholstery material. Each chair has a full Sunbrella cover.

A sliding hatch on the starboard side opens up to the stairway that leads down to the pilothouse. S/S safety rails with Venturi screen are forward, and the S/S railing encompasses the entire flybridge and boat deck.

The full hardtop covers the entire area with teak decking under the hardtop. Semi-rigid spray curtains are on board for this area.

Aft of the settees and down two steps (under the hardtop), there are cabinets to port and starboard. The port cabinet is all deep storage space, and the starboard cabinet houses a covered sink basin, a U-Line refrigerator, and the Alfresco S/S BBQ gas grill.

2 propane tanks, regulator, and solenoid control are on the starboard side behind and beneath the starboard settee.

The top of the hardtop is accessed via a removable S/S ladder from the boat deck. Located on the hardtop is a radar mast fitted with two deck lights.

The boat deck is fitted with a Brower Systems 2000 lb power rotation hydraulic davit and powder-coated chocks that cradle her 13.5' Nautica RIB with 60 hp Yamaha.

Main deck, side decks, aft deck, and swim deck are all covered with teak decking. The decking on the swim deck was fully replaced in January 2017.

A Portuguese bridge offers fully protected walk-around decks ideal for small ones or pets.

Wing doors separate the aft deck from the side decks.

The foredeck forward of the Portuguese bridge and the boat deck aft of the flybridge is off-white Gelcoat with non-skid on the decks.

4 custom-made S/S fender holders on the foredeck.

The aft deck is large and comfortably seats a party of 6 or more. The aft deck teak dining table is finished in high gloss.

There is a dedicated 18,000 BTU AC unit for the aft deck, and the full enclosure installed makes the aft deck very comfortable even in very hot weather.

There is a Marquipt sea stair that can be used to access the aft deck port or starboard. It is stowed on the starboard side deck.

The ship's searchlight is a Carlisle and Finch 12" 230v halogen chrome light mounted on the brow with controls at both helm stations.

Aqua Signal navigation lights plus 4 LED underwater lights are mounted on the transom.

All exterior settees have full covers.

Engine Room

The engine room is well designed. There is good access to all equipment and exceptional lighting ventilation, and is acoustically sound insulated and fully lined with sound-absorbing material.

The engine room is ventilated with (2) 115v AC and (2) 24v engine room blowers.

Endure "black coin dot" flooring.

Fireboy fire suppression system with engine and generator auto shut down.

Stainless steel workbench with sink and water on the forward bulkhead.

110v AC outlets have waterproof covers.

Lighting is both 24v DC and 110v AC and exceptional.

Forward and aft watertight bulkheads along with watertight forward and aft aluminum doors.

Large tool cabinet, shelves for parts, and supplies over the port engine.

40-gallon S/S oil tank, which can be used for either clean or dirty oil.

Electronics

Nobeltec Time Zero software and maps with Dell quad-core server for navigation.

Simard Chart Plotter with AIS overlay for navigation.

Icom VHF radios at each helm station,

Hailer

Previous Sat TV system

Simrad AP25 Auto Pilot controls (both stations)

2 Maretron DSM250 data displays in the pilothouse and 2 on the flybridge,

Rudder angle displays (both stations)

Proportional bow & stern thruster controls (both stations)

Standard Horizon digital depth display (both stations),

Searchlight controls (both stations)

Glendinning shifters(both stations)

Caterpillar Engine digital displays (both stations)

Exalto windshield wiper control in the pilothouse.

Tank Tender, Tank Sentry and windlass controls in the pilothouse,

TV in Main Salon, VIP, and Crew cabins.

Mechanical and Electrical

The twin Caterpillar C-18 ACERT engines are the perfect size for the vessel and deliver both outstanding performance and exceptional economy. 3365 Hours

ZF marine transmission gears

240v Balmar high output alternator that produces 220 amps each. This system supplies power to the house battery bank and engine start batteries.

The house bank supplies power to (2) Xantrex 4000 watt Inverters, which can easily power the boat for over 24 hours. The house bank consists of (24) - 6v 355 amp/hr Lifeline AGM batteries. Total of 2,130 amp/hr at 24 Volts

There are (4) 8DL-255 amp hour AGM engine start batteries plus each generator has its own dedicated AGM group 31-105 amp-hour start battery.

Sentry 24v battery chargers

Superpower battery isolators,

24v DC overhead halogen lights throughout, and 24v DC rope lights in valances in the salon and staterooms.

24v DC step lights and automatic 24v DC lighting in each closet.

The engine room is ventilated with (2) 115v AC and (2) 24v engine room blowers.

Engine room lighting is both 24v DC or 115V AC.

A 24v DC head ventilation blower is dedicated to each head.

There is a copper bonding system to all underwater fittings with zinc anodes.

TV/Cable/Phone inlets are on transom and bow.

The ship's horns are model D-2 Kahlenberg dual trumpets with a dedicated compressor.

Electrical system was highly customized for the initial owner, who personally oversaw the electrical engineering. The boat is designed to be used for extended periods on anchor with minimal power drain.

Tides dripless shaft seals mounted on the 3" shafts powering 4 blade Nibral propellers.

Outboard of each engine is a 1000 gallon fuel tank with sight glasses. Below the floor is an additional 1000 GL fuel tank for a total of 3000 gallons.

At 1250 RPM's she cruises comfortably at 9.5 knots, and with one generator working, the burn rate is 20GPH. This translates to a 1425 NM range. At 8 knots, the range is 2000 miles with 12 GHP fuel burn.

Engines are controlled at each station by Glendinning engine controls.

Underwater exhaust system with bypass FRP mufflers.

Fiberglass drip pans are under each engine.

There are two Northern Lights 25 KW generators. Either will power the entire vessel. Each generator is in a full Northern Lights sound shield. The exhaust is an uplift water exhaust system for quiet operation. Port: 2865 Hrs. Starboard: 2744Hrs.

The main electrical distribution panel is well set up with easy-to-read gauges and circuit breakers for 230v and 115v systems.

50 amp Glendinning Cablemaster with 100' of cable on the transom plus one additional 50 amp shore power inlet on the transom.

2 selectable Racor 75/1000 fuel filters for each engine and one 75/1000 Racor for each generator. This means only one filter size needs to be inventoried. There is also a Racor 75/1000 dedicated to the fuel transfer system.

The vessel's steering is Hynautic hydraulic steering at both stations.

(2) Maxwell VWC 4000C hydraulic vertical windlasses on the foredeck with foot switches and dual anchor rollers (There are also remote controls at both helm stations)

S/S Delta 175 Lb plow anchor fitted with 350' of 1/2" HT chain.

38 HP ABT hydraulic bow and stern thrusters.

Stabilizers are hydraulic ABT Trac model 250 with 27" x 41" fins.

Algae-X Fuel polishing system.

Engines are plumbed for easy oil change services, and there is a 40-gallon S/S oil reservoir tank plumbed into the vessel.

The engines are mounted on an Evolution anti-vibration mounting system with engineered soft mounts.

All thru-hulls are ball-valve bronze seacocks on all thru-hulls below the waterline.

Air-conditioning is supplied by a chilled loop Cruise Air 230v system rated at 96,000 BTU with reverse cycle heat.

There is also an additional self-contained 16,000 BTU backup air conditioning unit dedicated to the master stateroom, which can be powered by the inverters and is capable of running for approximately 8 hours.

Another 18,000 BTU AC unit is dedicated to the Aft Deck

1800 gallon per day water maker

Nutone's central vacuum system is on board.

Plumbing and Tankage

High water bilge alarm system with a pilothouse display and alarm system in the crew quarters. The bilges are equipped with four automatic 24v DC bilge pumps, plus there is an emergency engine-driven backup pump. In the engine room is also a manual bilge pump.

There are (3) 24v DC shower sump pumps.

Fuel tanks are aluminum, three tanks of 1000 gallons each.

The freshwater tank is S/S and 500 gallons. The freshwater system is supplied by a Headhunter X-Caliber 24v DC water pump or Headhunter XR-124 115v AC water pump. These pumps, along with the accumulator tank, were upgrades from the standard at the time of the build.

The holding tank is 200 gallons and constructed of FRP. There is a macerator pump. Each tank is equipped with clean-out access and sight glasses.

The fuel management system has an S/S manifold for supply and return and is well labeled.

Freshwater can be brought onboard on either the bow or stern.

(2) 18-gallon hot water heaters connected to the engine heat exchangers.

Freshwater outlets on the foredeck, aft deck, and flybridge for easy washing.

On the foredeck and aft deck, there are outlets for the saltwater washdown system.

Plumbing fixtures in the galley, heads, and showers are Grohe fixtures.

The toilets in the 3 staterooms' private heads plus the day head are all Headhunter fixtures.

The crew toilet is a Techma electric fixture.

Handheld shower mounted in a recessed box on the transom with hot and cold water.

Construction

Hand laid-up FRP hull with foam sandwich construction above the waterline.

Vinyl ester barrier in the outer lamination for osmosis protection.

The deck, deckhouse, and flybridge were all hand-laid with PVC foam core sandwich.

Full hull length keel with longitudinal engine stringers and athwartship stringers.

Salon glass is all 3/8" tempered glass, and in the pilothouse, there is 1/2" tempered glass.

Rub rail construction is solid with S/S caping.

Bilge areas are finished smooth and coated with epoxy paint.

The swim platform is part of the hull, and there is an integrated S/S swim ladder on the centerline.

There are S/S rudders with dripless shaft bearings (The rudder table was rebuilt and substantially improved)

Emergency manual tiller.

Disclaimer

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The Company offers the details of this vessel 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 agents, or his surveyors, to investigate such details as the buyer desires validated. Hours listed may vary from actual hours due to recent use. Purchaser is encouraged to verify hours prior to purchase. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

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ФОТОГРАФИИ

КОНТАКТЫ

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Время работы

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

Воскресенье: **Закрыто**

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