

## 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)

**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

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# ХАРАКТЕРИСТИКИ

## Обзор

This tried-and-true ocean cruising sailboat has been recently inspected by two professional sailors, one of whom ran a Southern Ocean 60 for many years. Kept in excellent condition by owner and well-respected New England boat yard. Easy to inspect by appointment.

## Основная информация

Тип судна: Крейсерский кеч

Модельный год: 1985

Год постройки: 1985

Страна: United States

Номер регистрации в береговой  
охране: 1102384

## Размеры

Длина общая: 80' 0" (24.38m)

## 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

Вместимость воды: 800 Gallons

Вместимость сточного бака: 250 Gallons

Объем топливного бака: 950 Gallons

## Размещение

Всего кают: 5

Всего ком. состава: 5

## Корпус и палуба

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**Материал корпуса:** Fiberglass

**Комплектация корпуса:** Deep Fin

**Цвет корпуса:** Flag Blue

**Отделка корпуса:** Aluminum

**Дизайнер корпуса:** Doug Peterson

**Дизайнер экстерьера:** Doug Peterson

**Дизайнер интерьера:** Andrew Winch/  
Bannenburg

## Информация о двигателе

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**Двигатели:** 2

**Производитель:** Yanmar

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# ПОДРОБНОЕ ОПИСАНИЕ

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## Introduction

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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 day sailing 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 seakindly 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, this increases safety for children and pets to move from the inside to outside and vice versa.

## Galley

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- Stove/oven: Force 10 4 burner, replaced in 2014
- GE convection/ microwave oven replaced 2014
- Large refrigerator with holding plates, 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 and Navigation

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- 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• 1 12" Garmin 8000 series in cockpit, New 2014• 1 15" Garmin 8000 series at nav station, New 2014• B&G Multifunction Display model 8300

• B&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 600• KVH Sat TV

## Electrical

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• 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

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• 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 replace 2020• 3 blade Max propeller, removed and rebuilt by Max propeller 2017• Shaft Spurs on main shaft

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## AV System

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• 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

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## Sails and Gear

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• 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.

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## Winches

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• 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

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## Covers

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• 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

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## Deck Equipment

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• Teak cockpit• Teak sidedecks• Cockpit cushions• Cockpit table• Swimming ladder• Electric windlass



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## Windlass and Anchor Gear

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

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## Other Gear and Items

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• Passerelle in storage• Keel 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.

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## 2013 / 20134 Refit

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• 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 coated• Master cabin and main saloon completely refit• All new set of sails• All new running rigging• Main mast and mizzen mast repainted• Hull and bottom repainted• Steering system completely redone• Engineered and installed new headsail foil, 2012/2013• New Garmin electronics package installed at helm and nav station

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## Safety

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

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## Remarks

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This fast, bluewater Doug Peterson design has the added benefit of having been styled by Jon Bannenberg / Andrew Winch. She was built from the same mold as the Ocean 80' but pulled out to 83' with a reverse transom. Her original owner specified a performance cruiser with a high-end interior for long distance cruising in comfort and style. Originally built as SHIRLEY B, she was subsequently called YANNEKE. Her present, very experienced yachtsman owner has upgraded TOO ELUSIVE as a proper yacht both with a full or part time captain and / or in a pedigree New England yard. Recently inspected by three former professional sailors, all of

whom reported her to be in very good condition. TOO ELUSIVE is out of the water at Front Street Shipyard in Belfast, ME. Available for a fraction of her replacement cost and one, if not the best, values in a high end, performance oceangoing sailboat. Available to be seen with prior notice.

## Исключения

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При продаже яхты исключаются личные вещи владельца.

## Отказ от ответственности

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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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3



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1



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2



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# КОНТАКТЫ

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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

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Web: [shestakovyachtsales.com](http://shestakovyachtsales.com)

## Телефоны

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Краснодарский край: **+7(918)465-66-44**

США, Майами, Флорида: **+1(954)274-4435**

## Время работы

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

Воскресенье: **Закрито**

## Адрес

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