

MARY NORMA — CUSTOM



Судостроитель: CUSTOM

Год постройки: 1997

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 50' 0" (15.24m)

Ширина: 15' 2" (4.62m)

Мин. осадка: 7' 1" (2.16m)

Макс. осадка: 7' 1" (2.16m)

Крейс. скорость: 8 Kts. (9 MPH)

Макс. скорость: 9 Kts. (10 MPH)

Купить **Mary Norma — CUSTOM** 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 **Mary Norma — CUSTOM** 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

This beautiful vessel is in need of steel repair to the keel and re-commissioning. This is an extensive project that is looking for the right do-it-yourself boat buyer. The specific problem with the keel is that the concrete inside the keel has cracked allowing water to penetrate into the lower keel causing the rust. The majority of the hull is sound. The boat has also been sitting on the hard for 7 years and all systems will need to be re-commissioned. Offers Encouraged!

This is a truly one-of-a-kind vessel! No expense was spared in creating this unique blue water sailboat. Literally a million dollars was spent in the construction and outfitting. Sturdy steel construction, double ender, cutter rigged flush deck schooner. From the interior's custom-designed carpentry utilizing rare and precious hardwoods to the spacious accommodations, you owe yourself the opportunity to take a closer look at this beauty! Built for comfort and style while cruising the high seas! Six years in the building, this custom-built, one-owner boat will surely turn heads whether at sea or at dock. Don't pass up the chance to tour this one.... She comes complete with everything from a comprehensive medical kit to all charts and flags for the Caribbean. Take a close look at her extensive inventory! British registry.

PRICE REDUCED TO \$74,900.00 AS-IS, WHERE-IS. Up to date photos show rust detail. If you have the skill set for this project, please read on... quite an opportunity for the right person.

Основная информация

Тип судна: Крейсерская яхта

Модельный год: 1997

Год постройки: 1997

Страна: United States

Номер регистрации в береговой охране: British

Кубрик: Да

Размеры

Длина общая: 50' 0" (15.24m)

Длина палубы: 50' 0" (15.24m)

Ширина: 15' 2" (4.62m)

Мин. осадка: 7' 1" (2.16m)

Макс. осадка: 7' 1" (2.16m)

Трапы: 67' 0" (20.42m)

Скорость, вместимость и масса

Крейс. скорость: 8 Kts. (9 MPH)

Макс. скорость: 9 Kts. (10 MPH)

Водоизмещение: 62000 Pounds

Вместимость воды: 200 Gallons

Объем топливного бака: 220 Gallons

Корпус и палуба

Материал корпуса: Steel

Дизайнер корпуса: Murray Watts

Информация о двигателе

Двигатели: 1

Производитель: Perkins

Модель: M90

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

This is a truly one-of-a-kind vessel! No expense was spared in creating this unique blue water sailboat. Sturdy steel construction, double ender, cutter rigged flush deck schooner. From the interior's custom-designed carpentry utilizing rare and precious hardwoods to the spacious accommodations, you owe yourself the opportunity to take a closer look at this beauty! With ample sleeping accommodations and three heads, this one is built for comfort and style while cruising the high seas! Six years in the building, this custom-built, one-owner boat will surely turn heads whether at sea or at dock. Don't pass up the chance to tour this one.... She comes complete with everything from a comprehensive medical kit to all charts and flags for the Caribbean.

Accommodations and Layout

Tremendous thought and planning was used in the design and layout of the interior. With 3 cabins (main, owner, crew) 3 heads and 2 showers, she sleeps six comfortably. As you step down the companionway you will find a generous galley to port and head to stbd. Hold on to the beautifully crafted wooden handrail as you step down to the spacious U shaped dining area with ash paneling and inlaid ash and brazilian purpleheart oval table. The nav Station is beside an L-shaped settee with another beautifully inlaid ash and purpleheart coffee table. Both sitting areas are elevated from the main red oak flooring by ash platforms for added comfort. Continue forward to the master cabin and writing desk area. "Crew" quarters forward features 2 upper berths, one lower berth and a workbench which leads to the 3rd head and then chain locker.

- Sleeps 6
- (3) Heads
- corian counters
- Vacuflush toilets
- (2) Showers
- Hanging lockers and storage
- Great provisioning room

- Glacier Bay Air conditioning
- Vibrant tropical upholstery
- Custom woodwork throughout
- 6'2" Headroom

Galley

Forward facing opening ports afford a great view underway and great ventilation at anchor. Very well appointed galley comes complete with everything you need!

- glacier Bay refrigeration
- Solinoid Valve (needs re-gassing)
- Plenty of drawers and storage
- Double s/s sink w/gooseneck faucet
- 3 burner gimbaldded stove/oven
- Dishes, silverware
- Pots and Pans

Engine /Mechanical Equipment

This engine room was designed for ease of maintenance and accessibility. All mechanical systems are conveniently located in this generous engine room. Quick drop down access from cockpit as well as doorway behind companionway stairs. Built in grab bars and engine belt guards provide safety while underway.

- Perkins M90 90hp Diesel Belt driven to prop shaft 1,700 hrs
- 22" Sailor prop 3 blade
- spare prop
- 3kw Diesel generator
- Bow thrusters (needs repair)
- Water maker (26 gal/hour)
- (needs new membrane)
- Glacier Bay Refrigeration and
- Air conditionng unit combined

Electronics and Navigational Equipment

- Furuno radar
- Cetrek GPS
- cordless HP Printer
- Portable GPS, VHF

- Standard Omni VHF
- ICOM 710 SSB
- needs a new Autopilot
- needs a new anamometer

Electrical System

- 6 4D fiberglass plate batteries (needs new batteries)
- 3500 Watt Inverter
- voltage regulator
- 12V, 24V and 220V systems
- 24V - American specs
- DC to DC converter steps down 24V to 12V
- Wind generator on mast needs new blades

Sails and Rigging

- Masts: Main 62' and Foremast 47'
- Deck stepped mast
- JSI sails and rigging
- Fully battened Sails
- Sails have been stored in air conditioned unit
- roller furling Jib
- Profurl
- Staysail
- minor sail repair needed
- heavy duty standing rigging (1 step larger than design)
- staylock fittings
- Needs new running rigging
- 30' Parachute sea anchor
- lazy jacks

Deck

Aft cockpit has a doghouse with a lexan windshield (needs rebuild) and bimini with side enclosures (needs new canvas and eisenglass).

- Life raft 6 man (Givens) need recertification
- 8' Bower custom teak trimmed dingy with sailing rig, 2 hp Honda, secured on cradle
- 8'Inflatable RIB, 15hp Yamaha 2000 also on custom cradle
- 2 large deck boxes w/ sunbrella covers
- Extra large deck box w/ covers
- butterfly hatch over master w/ cover
- Sliding companionway entry forward and in cockpit
- Flush deck
- 60# CQR anchor with 200 ft chain
- 60# Plow anchor with 30 ft chain and 200' rode
- 100# fisherman anchor (stashed away)

- SS chafing guards
- cleats on top of rub rail
- Cockpit awning
- SS stanchions welded to deck

Other Features

This remarkable double ended steel schooner was designed by the late J. Murray Watts in the early 1950's. Made from 3/16" mild steel top sides. The keel bottom (shoe) is 1" plate steel with 1/2" sides. The bottom of the hull is 1/4" mild steel. Originally designed as a seagoing gaff schooner, the sail plan was revised to a Bermudan Schooner rig stepped on deck for easier handling. Johnson Sails of St. Petersburg, FL designed and built the rig. Marine Woodwork & Services of St. Augustine, FL built the hull and completed the interior and commissioning. Upholstery by Gina Buell. Steve Buell, the electrical consultant, both also from St. Augustine, FL. The original boat plan was for John Bailey of Marine City, Michigan. He built his boat and used her extensively in southern waters with perfect satisfaction. He says the design is fast and seakindly. Delivery of the "Mary Norma" was in October of 1997 in Bermuda. Her maiden voyage was to St. Augustine, Florida and then up to New York. She has sailed for many years throughout the Caribbean to Trinidad and Venezuela and returned to Fort Pierce, Florida. She is currently on the hard waiting for a new owner to re-commission her and enjoy the many valuable features of this seakindly and luxurious vessel.

- new shaft and alignment (2003)
- keel -high density block steel sealed in concrete
- Complete construction specs available

- construction details:
- well faired prior to painting
- exterior steel sand blasted
- then 3-4 coats epoxy barrier coat
- followed by awlgrip paint
- Interior - wire brush, ospho, 3 coats of

- anti-rust
- alkaline
- paint
- 2" laid in insulation

Remarks

after re-fit, this boat will take you around the world in comfort and safety. She comes complete with many extras and necessities for long term cruising. She has been out of the water for 7 years and will need some attention to get her ready to go. Literally, a million dollars was spent in the creation of this beauty which you can have for half the price! You owe it to yourself to take a close look!

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

Custom steel schooner



Previous underway



expanded keel view



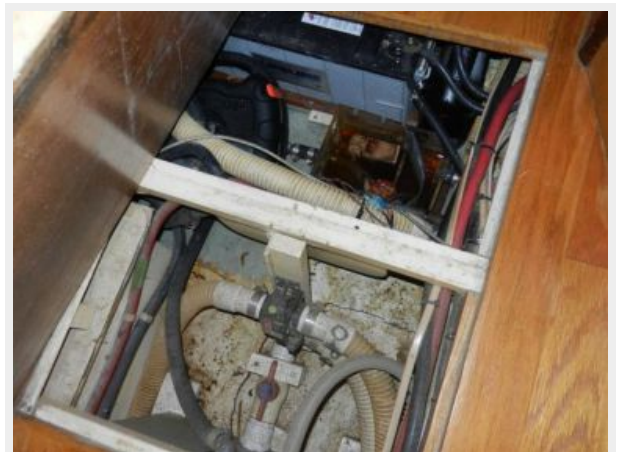
specific area of rust in keel where concrete ballast is located



rust at concrete ballast at bow thruster



interior concrete access



crack in concrete



keel forward view



rust on bowsprit



Surface rust



surface rust



Deck is no longer this clean



Galley level



Galley



Galley view 2



windows at galley level



Salon level



Day head



Nav station



electric panel



Salon seating port



electric panel



L-shaped settee starboard



Master Stateroom



Desk in master



Dressing table Master Stateroom



Butterfly hatch in master



Master strm stained glass door



Master head



Berth



lower berth fwd



Forward Head



Chain locker



cockpit



cockpit



Galley level windows



Cockpit previous view



Drop down engine access from cockpit



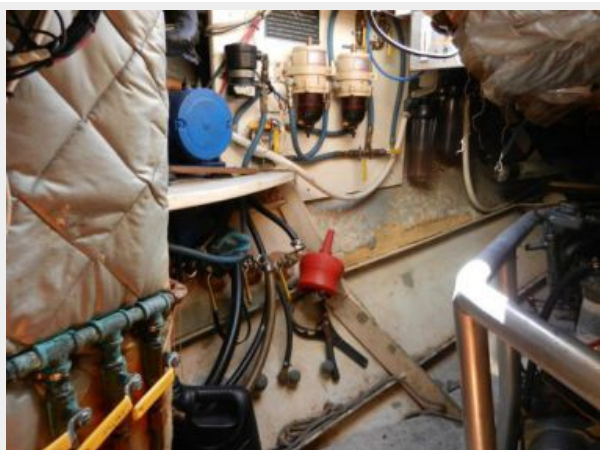
Engine access door



Engine room entry



engine room 2



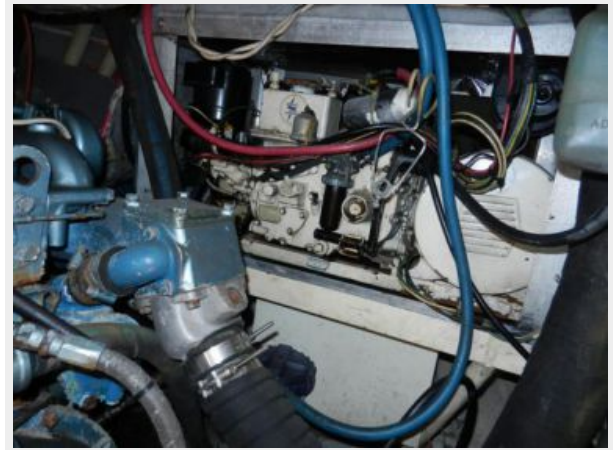
Engine



Engine view 2



Generator



Engine room 3



Engine room 4



Engine room 5



Deck boxes



Foredeck



Anchor windlass



Rudder



Pushpit



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.

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Время работы

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

Воскресенье: **Закрето**

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