

## CLARE — TARTAN YACHTS



**Судостроитель:** TARTAN YACHTS

**Длина общая:** 46' 0" (14.02m)

**Год постройки:** 1972

**Модель:** Крейсерская яхта

**Цена:** ЦЕНА ЯХТЫ ПО ЗАПРОСУ

**Местонахождение:** United States

Купить **CLARE — TARTAN 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 **CLARE — TARTAN YACHTS** 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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ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	3
Основная информация	3
Размеры	3
Корпус и палуба	3
Информация о двигателе	3
ПОДРОБНОЕ ОПИСАНИЕ	4
Accommodations	4
Vessel Walkthrough	4
Above Decks	5
Equipment	6
Electrical System	6
Engine /Mechanical Equipment	6
Sails and Rigging	6
Исключения	7
Отказ от ответственности	7
КОНТАКТЫ	8
Контактная информация	8
Телефоны	8
Время работы	8
Адрес	8

# ХАРАКТЕРИСТИКИ

## Основная информация

Тип судна: Крейсерская яхта

Модельный год: 1972

Год постройки: 1972

Страна: United States

## Размеры

Длина общая: 46' 0" (14.02m)

## Корпус и палуба

Материал корпуса: Fiberglass

## Информация о двигателе

Двигатели: 1

Производитель: Perkins

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# ПОДРОБНОЕ ОПИСАНИЕ

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## Accommodations

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Sparkman & Stephen's Tartan 46 Hull Number: 3 1972 Sloop, Racer/Cruiser Sleeps: 11 Beam: 14' 0" Engine: Perkins 4-108 LWL: 37' 7" Generator: Kubota Displacement: 28,500 lbs Keel: Fin Ballast: 13,000 lbs Sail Area: 1,053 Clare is a classic racer/cruiser. She holds both beauty and power in her lines and has turned heads around the world. Clare spent most of her life stored in a warehouse. When she was used, she was sailed in the Chicago/Racine area on Lake Michigan, which has a short sailing season of 4-6 months. Lake Michigan was the only water she'd known until she was brought out to the Gulf of Mexico in 2004. After spending all of 2003 outfitting Clare with the latest systems (see the equipment list), we brought her out of the inland waterways via the Mississippi River route and sailed her across the Gulf of Mexico. We then sailed her from Florida direct to Panama, across the South Pacific and Indian Oceans, around the Cape of Good Hope and across the Atlantic Ocean to the Caribbean and back up to Florida. I never once worried over any weather or wave conditions, while onboard Clare. The best part, we could beat the worst of the weather while averaging over 7 knots. Clare averaged 170 nm per day on the rhumbline during her entire circumnavigation. On one passage, she averaged over 200 nm per day to make our 1,000 nm trip in 5 days. Clare completed her circumnavigation on May 12, 2006, by sailing into Colon, Panama and crossing the same waypoint 1 year and 364 days after transiting the Panama Canal. She is strong, quick and sails as an ocean-going boat should—like a dream.

## Vessel Walkthrough

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Accommodations: Stepping below decks onto the teak cabin sole, you are surrounded by the rich warmth and luxury of varnished teak. From the companionway one enters into the galley and nav station area. The galley is to port and includes a 5 foot refrigerator/freezer and a custom overhead teak cabinet, 2 built-in cupboards, a Seward Princess 3 burner stove/oven, a compartment for pots, 4 drawers, a stainless steel double basin sink, hand water pump and pressurized faucets. The nav station to starboard includes a full-sized chart table, and complete electronics as listed below. The nav seat has a toast colored Sunbrella cushion, under which ample storage is available. Next to the nav seat is a foul weather gear locker. Two port lights allow ample light and ventilation to this area. Astern in the aft cabin, one finds two bunks with ultra suede covered cushions each has two cabinets with deep shelves behind the wall and storage area running the length of the bunk below. Two port lights, which open to the cockpit, aid the two Hella Turbo fans with ventilation for the aft cabin. Moving forward the dining area seats 6 comfortably with two on the port settee. One each fore and aft and two on the pullout seat under the starboard settee. The matching leaf may also aid in comfortable dining with so many guests. Still in the main salon, along the port and starboard hulls, pilot berths lie above 3 large storage bins, 5 of which have a removable teak shelf to customize your spatial needs. All the cushions in the salon are covered with ultra suede fabric and the covered throw cushions provide a unique storage place for bunk linens and pillows. Overhead, 2 Lewmar hatches added to the original

S&S prism lighting add ventilation. Two Hella Turbo fans also help circulate the air. The keel-stepped aluminum mast is covered with black Sunbrella and includes 5 convenient pockets to store keys, wallets and cell phones when day sailing. Forward of the mast, there is a head to port and a double berth to starboard. The head has a stainless steel basin with new faucet, a Groco K-series electric head, a linen closet and a separate stand-up shower. A Lewmar hatch overhead allows the steam to escape from those hot showers. The double berth sits above a storage area and below a Lewmar hatch and Hella Turbo fan. Two closets, one each to port and starboard, provide additional storage for clothes or water sport toys depending on how you want to use the space. In the forepeak, two toast colored Sunbrella pipe berths provide additional sleeping area or storage for the numerous sails that come with Clare (see list below). Below the pipe berths, spinnaker sheets, dock lines and other assorted color-coded ropes hang on buckled webbing straps for easy access and organization. Above the pipe berths, a large sliding hatch allows a racing crew, or short-handed sailing couple, to "dump" the spinnaker, or any other sail, quickly without having to bag it topside. Forward of the pipe berths the chain locker is easily accessible.

## Above Decks

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Above decks: From the bow, Clare has two anchor rollers for those rare situations when two anchors are necessary. The jib roller furler is an oversized Harken unit. A Lofranz 1500 Watt windlass with gypsy and capstan follows. A spinnaker and whisker pole both rest on Clare's deck. At the mast, one will not find a single winch but rather, lines leading aft. Only the spinnaker, a staysail and spare main halyards are accessed outside the cockpit and found on the cabin top (Barient 28 self-tailing 2 speed winches on each side). A new, longer boom with a Barient winch provides outhaul adjustments. A rigid boomvang was also added for better sailing performance. An additional short track for a tri-sail was installed next to the Tides Marine Strong Track. The standing rigging was completely replaced with stainless steel 1/2" and 7/16" wire in 2004 and includes Norseman terminals on the lower ends and swages on the tops of each piece. The stick came down after every season in Chicago since she was stored inside. The running rigging is all in good condition or newly replaced. Clare has 2 spinnaker, 2 mainsail, 2 jib, and 1 staysail halyard. For mainsail handling 3 reef points also lead to the cockpit, as well as a Cunningham and rigid vang. As the successful racer that she is, Clare has all the adjustments to tweak all the performance you will need from her. In the cockpit, winches abound for every possible need. Clare's working winches are Barient, self-tailers: two 28 2-speeds for halyards in the cockpit, two 37 3-speeds as primaries, two 32 2-speeds for secondaries, and two 28 2-speeds for the double ended mainsheet. 11 winches total—all Barient, and excellent performers. Her traveler is made by Harken and the turning blocks for the jib/Genoa are double blocks on stainless steel mounts. ST60 Series instrumentation located in the cockpit, was factory serviced in 2003 by Raymarine with new motherboards and software, including wind, depth, speed and three multis. A very reliable ST6000 Plus autopilot powered by an Autohelm Type II drive is installed. An Edson pedestal is mounted with a Richie compass and also holds an oversized stainless steel wheel for precise steering adjustments. The lazarette allows access to the engine ignition and instrumentation, steering linkage, Autohelm autopilot, and loads of storage space. Aft of the stern rail are the gimbaleed Questus radar mount and hydraulic backstay adjustment made by Sailtec.

The backstay also acts as an antenna for the high-frequency radio and includes insulators by Norseman. Clare's hull does not have nor ever had blisters. All bottom paint was removed and barrier-coated in 2004 and Interprotect 2000 and Micron 66 were applied. We hauled her in May 2005 to skuff the bottom and add more Micron 66.

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## Equipment

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Clare's Equipment List/installation dates (where known): Electronics Icom M59 VHF Icom IC-M802 HF radio with tuner [2003] Sony CD/MP3 stereo w/ remote [2004] Crutchfield Performance Series Amplifier Staᵗpower 40 True Charger Xantrex Link 20 [2003] ST 6000 plus autopilot Weems and Plath Barometer [2003] Apelco VHF 510 (waterproof and mobile) 406 MHZ Epirb Magellan GPS w/ external antenna Raymarine RL80C color radar with 2KW antenna [2003] ST 60 series instruments Wind, Speed, Depth, 4 X Multi [2004]

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## Electrical System

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Electrical Bass 9000 Series Modular Panel - electrical panel 12 and 110 volt ITT Jabsco Electric Water pump , Series 1AX-17 [2003] Groco K Series electric head w/holding tank [bowl and seat replaced 2006] (6) Trojan House Batteries T 105 [2003] (1) 6 D starting battery [2003] Kubota Genset (1000 hrs) (.15 gph) Manual and Electric Bilge pumps (5) Hella Turbo 12 volt fans (2) indoor stereo speakers Shurflo wash down pump [2005] Frigoboat refrigerator and freezer [2003] Lofranz electric windlass and gypsy [2003]

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## Engine /Mechanical Equipment

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Mechanical Perkins 4-108 with dual fuel filters 2200 hours, (1 gph) [installed in 1999] AquaMarine Gen/Watermaker with 200-amp alternator and 24-gph desalinator [2003] Maxprop 3 blade [factory reconditioned 2001] Shaft Shark Line and Weed Cutter [2003] Seaward Princess 3 burner stove and oven [1995] Integrated propane system with solenoid [1995] 25-gallon stainless steel fuel tank 69-gallon custom aluminum fuel tank [2003] Raritan 12 gallon hot water heater Manual hand pump for fresh water

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## Sails and Rigging

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Clare's Sail Inventory: UK Mainsail fully battened w/ 3 reef points—very good condition Quantum Mainsail, cross-cut Dacron Spectra blend, fully battened w/ 3 reef points 135% Genoa - fair condition, #3 North Tri-radial Jib, Kevlar w/ Dacron taffeta (Gator Back)—very good condition, used less than 1,500 nm Quantum Staysail, -Ocean Weave—very good condition, used less than 1,500 nm North ¾ ounce Symmetrical Spinnaker, ATN sock—well-worn good for practice Quantum Vision 5 Asymmetrical Spinnaker, Bainbridge Ripstop, ATN sock—good condition Neilsen Drifter, cross-cut Dacron—very good condition, Storm Staysail—brand new Storm Jib—

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very good condition, Storm Trysail—very good condition

## 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.

# КОНТАКТЫ

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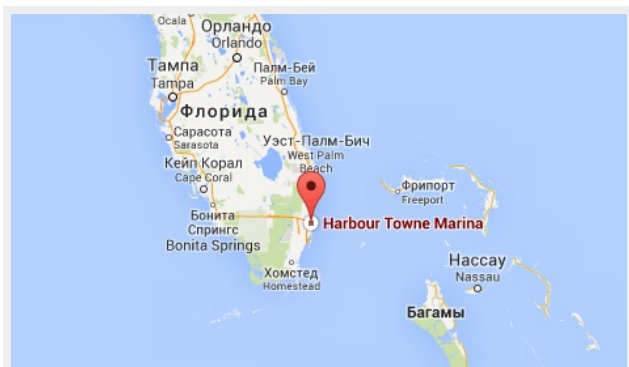
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## Время работы

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

Воскресенье: **Закрито**

## Адрес



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