

HAIDA — MONK



Судостроитель: MONK

Год постройки: 1947

Модель: Моторная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 55' 0" (16.76m)

Ширина: 14' 0" (4.27m)

Макс. осадка: 5' 4" (1.63m)

Крейс. скорость: 10 Kts. (12 MPH)

Макс. скорость: 14 Kts. (16 MPH)

Купить **HAIDA — MONK** 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 **HAIDA — MONK** 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 yacht is brought to market for the first time in 30 years. Well presented with impeccable construction. Built by Fisherman's Boat Shop in Everett, WA. ** Must be sold. Bring all offers! Covered moorage - on Lake Union.

Основная информация

Тип судна: Моторная яхта

Подкатегория: Flushdeck

Модельный год: 1947

Год постройки: 1947

Страна: United States

Размеры

Длина общая: 55' 0" (16.76m)

Ширина: 14' 0" (4.27m)

Макс. осадка: 5' 4" (1.63m)

Скорость, вместимость и масса

Крейс. скорость: 10 Kts. (12 MPH)

Макс. скорость: 14 Kts. (16 MPH)

Вместимость воды: 250 Gallons

Объем топливного бака: 425 Gallons

Размещение

Всего кают: 2

Спальные места: 8

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Wood

Комплектация корпуса: Semi-Displacement

Цвет корпуса: White

Дизайнер корпуса: Ed Monk, Senior

Информация о двигателе

Двигатели: 2

Производитель: Chrysler

Модель: Hemi V-8 FWC

Тип двигателя: Inboard

Тип топлива: Gas

ПОДРОБНОЕ ОПИСАНИЕ

Accommodations

A True Northwest Cruiser by legendary yacht designer Ed Monk Senior, the fully restored HAIDA features a sleek and gracious profile with foredeck seatings, comfortable side decks and an owner's cockpit aft. Her spacious helm deck is integrated with the main salon, allowing owner to enjoy and interact with his guests in total comfort. The large galley features an alternate dining area, and a full set of custom China. Sleeping accommodations for 6-8. Owners double cabin is aft, with guest double and ensuite head forward. Two beds in the aft cabin is easily wide enough to sleep two, each is the width of a standard double bed. Each bunk has a low temperature fire-proof bunk drier/heater that is located under each bunk and which eliminates dampness, thus preserving mattresses and bedding.

Cabin/Galley

Galley Stove: Olympic diesel fired stove

Galley Range: Portable 2-burner butane Cassette Feu W1700

Galley Refrigeration: Custom 12 VDC cold plate type

Built-in china storage and a leaded glass cabinet for custom Haida glassware. Built-in Toasteer electric toaster

Built-in Panasonic 1000 watt microwave and separate convection oven Built in Boan trash compactor Heat: Portable electric space heaters on board

There is ample storage in the galley for pots, pans, bowls, cooking utensils and in the cockpit compartments for groceries, drygoods, canned goods, etc. Stereo: Sony WX-C570 with 10 CD cassette changer in the stereo system that features ADS main speakers plus two subwoofers. It also will play single CDs or cassette tapes and has an excellent AMFM radio

Kerosene tank for furnace/stove - 80 gallons Available & negotiable/optional: Honduran Mahogany drop leaf dining table - main salon.Refrigerator(s) and Freezer: Large built-in, two door frig in the galley plus efficient, dependable AC/DC Norcold chest refrigerator/freezer in the aft cockpit that can be used on 110V or 12V as either a frig or freezer. In addition, there is a freezer located in the forward corner of the center cabin top. This is custom fabricated in cabin top, operating on either 12v or 110.

Electronics and Navigation

Autopilot: Robertson AP200DL with remote

Compass: Kelvin-White wet type magnetic

VHF Radio: SBE Sea Command and Sailor TR144AC

Hailer: Raytheon RAY410

GPS: Trimble Nav Graphic II Loran/GPS

Radars(2): Decca-060, and Autohelm-Radar

Radar Alarm: RDI Radar Watch MK1

Wind Speed-Wind Point: Swoffer

Knotmeter: Swoffer

Video Sounder: EchoTec CV550 w/alarm that can be set to go off if the boat drags anchor and depth changes beyond a preset limit.

Fathometer: Raytheon 706

Barometer and Clock: Boston

Deck and Hull

Propellers: Two, NiBral, 26 x 24, 5 blade

Spare Propellers: Two located in lazarette

Struts: Bronze skeg/strut arrangement

Propeller Shaft: 1-3/4 inch diameter stainless steel

Rudder: Two, bronze

Zinc

Thru-Hulls: Bronze

Sea cocks/Strainers: Bronze-bronze tapered plug type sea cocks, engine and generator raw water strainers

Ground Tackle:

Anchor: Danforth type

Chain and Rope: Chain, 150'

Windlass: 12 VDC

Fenders: (4)

Mooring Lines: (4)

Boat Pole: (1)

Tenders (2): (1) Dinghy: 11' Boston Whaler w/ Outboard Motor: 25 hp Johnson

Dinghy Davit: Boom davit with 12 VDC winch

(2) Fully restored original ships tender: Lapstrake cedar planked dinghy 100 feet of extra chain in a locker in the lazarette, an emergency storm anchor with 150 feet of one inch dacron line (used to stern-tie the boat in the steep "fjords" of Desolation Sound). Custom-built fish cleaning box/tray made of Honduras Mahogany that mounts on the aft caprail (stores when not in use in shelf at forward end of cockpit above the aft cabin doors). Separate sea water source can be used to clean fish and to keep live bait on a tank which can be put on the aft swim step (if it could have been done on a pleasure boat, we did it (except no hot tub). Safety:

PFD's

Throwable Device: Ring, Type IV

Flare Kits: Expired

Fire Extinguishers: Multiple ABC-I and BC-I, inspection tags not current

Engine Room Fire Suppression: CO2 system, inspection tags not current

Sound Devices: Bell, power air horn

Navigation Lights: Operational

Oil Placard: Posted

Plastic Trash Placard: Posted

Bilge Pumps: Rule 1500 automatic, Rule 500 automatic, PAR type 12 VDC, and manual piston type

Gas Vapor Sniffer/Alarm

Engine Room Blower

Flame Arrestors on each engine intake

Search Light Spare fresh water Groco pump ("because I would never be without a spare, but Groco pumps simply don't fail, so it sits unused in storage under the aft port bunk) Spare control head for the Trimble GPS/Loran Spare water pump for each engine and spare impellers

Systems

Potable Water Pump: Groco 12 VDC pump

Water Heater: Torrid MV17 gallon AC electric and engine heat

Head / Sanitation: (2) Vacuflush heads, SanX Type I MSD

Batteries: (2) Group 24-12VDC, (6) Trojan T105 six vo

Battery Charger: Statpower TrueCharge 20+, 20 ampere

Electrical Systems: AC: Updated 110VAC system with marine panel, two-pole breaker, reverse polarity indicator, branch breakers, 30 ampere shore power inlets port and starboard. DC: Updated 12 VDC system, panel with breakers, Leece Neville 105 ampere marine alternators on each engine. AC-DC Inverter: Magnum Energy ME2512, 2500 watt inverter/charger. Generator: Onan 3.0KW, 509 hours approx. One alternator and one generator on each engine so that there are two distinct 12 volt "house" systems (which can also be tied together) and two distinct Starter battery systems so that one never loses power to run the windlass to pull the anchor, even if something was left on all night at anchor, and, of course, there is the 3KW Onan genset for 110 any time, which also can be used to power the battery charger/inverter. Thus there is 110V power available from three sources: the inverter, from the gen set or from shore power. Circuit breakers, fuses and indicator lights: There are circuit breakers for all of the 110 circuits and fuses for all of the 12 volt lines. The vessel also has a unique custom made rotary switch that makes it possible to test 30 different 12 volt connections to make sure they are on or off (as you wish). This last feature is invaluable at anchor, making it possible to make sure there are no passive drains on the batteries when the skipper and crew go to sleep. Fuel System: Main tanks port and starboard aft of engine compartment, Tank Tender, FloScan fuel monitoring Fuel pumps rebuilt (Sept 2010). Heating System: Three (3) redundant systems. The hot water heater can also be used to circulate water through the boat's radiators (or registers), one in each cabin, one in the galley and one in the main salon - four in all. In addition there is a diesel furnace built into the main head that has a 20 gallon copper tank that can be used for hot water that can be circulated or used for washing. Lastly, there is a heat exchanger that circulates water that gets heat from the port engine. Plus, the kitchen oven can function as an incredible heat source. Fresh Water System: The vessel's fresh water system is fed by two custom made very heavily built stainless steel tanks, each with a 125 gallon capacity for a total of 250 gallons, with a groco pump and filter. The

capacity of the tanks is read out on a gauge (tank tender) in the galley, as is the capacity of the separate diesel/kerosene tank for the furnace, which is located below deck on the aft stb side of the vessel. Groco Engine Oil Changing System: The vessel has a groco oil changing system that makes it possible to remove and replace the oil from the two main engines and the 3KW genset without having to employ the services of a marina. This is accomplished using a bronze pump plumbed into the bottom of the two engines and gen set. Perfect system. Like the Groco pump used in the fresh water system, the pump for this system is virtually bullet-proof.

Remarks

This beautiful yacht is brought to market for the first time in 30 years. Well presented with impeccable construction. Built by Fisherman's Boat Shop in Everett, WA.

Exclusions

All personal gear; artwork and oil paintings; loose items; galley gear; CD's; charts; fishing equipment; tools; spare parts; supplies & items not specifically listed on equipment list specifications sheet.

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

Helm with Electronics



Helm



Main Salon



Salon



Galley



Dining



Dining Area



Galley Table



Custom Haida Dishware



Master Stateroom



Master Cabin Looking Forward



Master Cabin with Aft Deck



Looking Aft from Forward Head

Forward Cabin



Forward Head



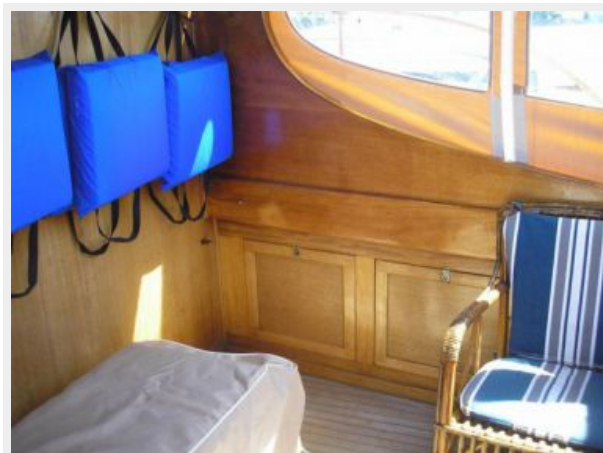
Aft Head



Enclosed Aft Deck to Port



Enclosed Aft Deck



Foredeck Seating



Onan Genset with Fire Suppression System



Bow



Twin Chrysler Hemis



In Sling



Bottom Painting



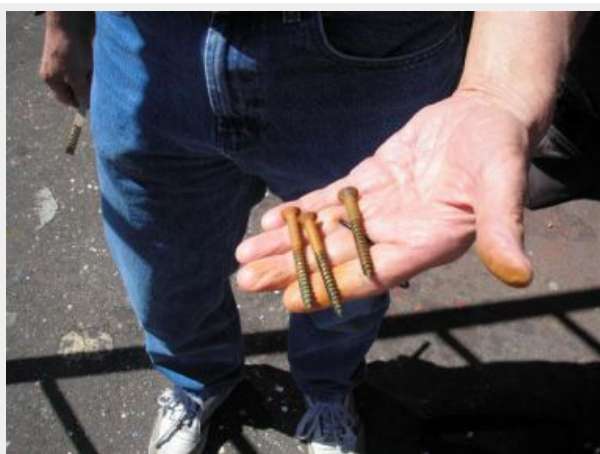
Freshly Painted



Cutlass Bearing w/Bonding System



Inspecting Fasteners July 2010



Dinghy



Bow



Exterior



Stern



Transom



Bow



Stern At Anchor



HAIDA at Desolation Sound



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: **Закрито**

Адрес



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STE 213, Dania, FL 33004