



ZAMBONI — HINCKLEY



Судостроитель: HINCKLEY

Год постройки: 2002

Модель: Спортивно-прогулочный катер

Цена: ~~\$325,000 USD~~ Продано

Местонахождение: United States

Длина общая: 36' 5" (11.10m)

Ширина: 10' 1" (3.07m)

Макс. осадка: 1' 9" (0.53m)

Крейс. скорость: 25 Kts. (29 MPH)

Макс. скорость: 35 Kts. (40 MPH)

Купить **Zamboni — HINCKLEY** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Atlantic Yacht and Ship 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 **Zamboni — HINCKLEY** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **8 800 234-4456** (бесплатно по РФ).

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ХАРАКТЕРИСТИКИ

Основная информация

Тип судна: Спортивно-прогулочный катер

Модельный год: 2002

Год постройки: 2002

Страна: United States

Верх: Hardtop

Размеры

Длина общая: 36' 5" (11.10m)

Ширина: 10' 1" (3.07m)

Макс. осадка: 1' 9" (0.53m)

Скорость, вместимость и масса

Крейс. скорость: 25 Kts. (29 MPH)

Макс. скорость: 35 Kts. (40 MPH)

Водоизмещение: 11700 Pounds

Вместимость воды: 40 Gallons

Объем топливного бака: 220 Gallons

Размещение

Всего кают: 1

Корпус и палуба

Материал корпуса: Fiberglass

Комплектация корпуса: Deep Vee

Цвет корпуса: Green

Дизайнер корпуса: Bruce King

Информация о двигателе

Двигатели: 1

Производитель: Yanmar

Модель: 6LY2A-STP

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Details

The Hinckley 36EP picnic boat is everything expected in a Hinckley. The dockside presence turns heads everywhere. The 350 HP Yanmar diesel and water jet move the boat at surprising speeds and fuel economy. The bow thruster and the upgraded Hinckley joystick control make docking simple. This owner replaced everything that was needed less than one year ago to make this boat as a Hinckley should be. The previous owner kept the boat in fresh water and stored it inside a heated hanger when not in the water. This boat is truly spoiled from pampering and proper TLC since new. TRAILER NOT INCLUDED.

Accommodations

The cabin on "ZAMBONI" is entered via a teak hinged companionway with lift up lid to port forward. The cabin features a queen size vee berth forward and a small galley aft to port. Aft to starboard is the head. The cabin features four opening portholes and one opening Plexiglas hatch to the foredeck. Ample storage is provided by two hanging lockers with drawers and under step storage. Storage is also available under the bed. Equipment seen in the cabin includes the following: (2) Small air circulation fans (2) Reading lights Marine Air AC control Varnished teak and holly soles Vinyl overheads Teak bulkheads in satin finish The galley features the following equipment: GE turntable microwave oven Alder Barbour cold plate refrigerator Stainless steel sink with hand wand shower Propane two-burner cooktop Trident gas control panel with propane safety switch Xantrex battery charger monitor panel 110volt GFCI outlet Alpine 12volt automotive style stereo Small reading light for illumination The head features a gloss varnished teak countertop, fiberglass decks, painted wood overheads, teak trim, and under mounted porcelain sink. A vacu-flush toilet is fitted aft. Two reading style lights are fitted. Aft in the overhead is a drop down panel for access to the back of the helm station electronics. Aft is a switch for a black water pump and a Tank Watch for a tank monitored panel. A small 12-volt DC fan is provided. All the way forward is a varnished teak hatch leading to the chain bin and anchor windlass. Under the vee berth bunk is access to the bow thruster and gear oil header tank.

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Exterior

Zamboni has a partially enclosed helm station forward on the main deck. It is open to the aft deck. Forward is the companionway to the accommodations and forward starboard is the helm. Two helm chairs on painted high/low pedestals are fitted. Port aft is a bench seat with cushions. A folding teak table is fitted on high/low pedestal. At the helm are various switches for onboard

equipment and the VDO engine temperature gauge, VDO oil pressure gauge, VDO fuel gauge, VDO rudder angle indicator, and VDO tachometer. To starboard is the control console where the Hinckley joystick control is fitted. Directly below is a single lever Kobelt throttle control and aft is a single lever Kobelt forward and reverse control used for backflushing the jet system. On the face of the panel is the engine start/stop switch. Also seen is an ACR model #RCL100 point pad for the spotlight. the helm area is air conditioned Additional equipment at the helm includes: Ritchie magnetic compass Raymarine radar display Northstar model #952X GPS chart plotter Raymarine model #ST60 TriData multifunction display Raymarine model #ST6001 Plus autopilot Standard Horizon VHF radio with DSC. Below the helm is the DC and AC main breaker panel. Small cabinets outboard to starboard provide access for storage and to the Rolls Royce control module for the Hinckley Jet Stick system. Aft to starboard is an additional panel where the four main battery switches are located along with ANL fuses for the windlass, bow thruster, DC panel, and inverter. Further aft are two 30amp shore power inlets for air conditioning and ship's service. Below the shore power inlets are two wand style courtesy showers. Aft below the outboard bench seat is a round lift up panel containing the propane cylinder. Forward is a lift up storage compartment with hand portable fire extinguisher. The helm area features nonskid decks, varnished bulkheads, teak trim, and vinyl overheads. Four Bomar Plexiglas hatches provide illumination and ventilation. Port and starboard are sliding glass windows. Forward the windscreens are served by AFI electric windshield wipers and washers. Two 12-volt DC ventilation fans are mounted high outboard of the windows. To port forward is a Marine Air control panel for the cockpit air conditioning, a Mobile Power alternator driven 110-volt system for the air conditioning, and the shore power inlet breaker for the air conditioning system. In a small cabinet aft is access to the fan coil. Two marinized speakers are fitted. Moving aft is an electrically lifted hatch given access to the engine compartment. When the hatch is closed, it features forward and aft bench seating, a small fiberglass sink with hot and cold running water, and a Force 10 propane stainless steel barbecue.

Deck Equipment

The molded nonskid aft decks feature teak bulwarks, molded nonskid walk around side decks, and polished stainless steel cleats with stainless steel rubbing strakes. A flagstaff socket is on centerline aft. Aft is a built-in fiberglass bench seat with cushions with lift out storage containers giving access to the jet drive, engine start and house batteries, and various equipment. The molded nonskid foredeck is accessed via the molded nonskid side decks. The foredeck is bordered by a varnished teak toe rail. Forward are two polished stainless steel low handrails. All the way forward are two polished stainless steel cleats and the anchor windlass and polished stainless steel anchor fold out roller in a recessed compartment with fiberglass hatch. Moving aft is a raised cabin top with Bomar hatch. It features molded nonskid with varnished teak trim and two varnished teak grab rails. Aft of the raised cabin are the helm station windows. The hardtop features two varnished teak grab rails with smooth gelcoat finish and a varnished teak grab rail projecting off the aft edge. A short painted aluminum mast is fitted with stainless steel brackets for a whip VHF antenna, steaming lights, and a remote ACR spotlight. Mounted on a raised pod on

the hardtop is a Raymarine Radome antenna. Forward of the Radome is the loud hailer speaker and a chrome horn trumpet. The port and starboard molded nonskid side decks feature folding stainless steel pad eyes for securing the fenders and the port and starboard navigation lights. The varnished teak Hinckley logo is mounted against the polished gelcoat surface. A stainless steel rub rail and stainless steel rubbing strake are fitted from the raised cabin all the way aft to the transom.

Engineer Room

MAIN ENGINE COMPARTMENT Aft is the main engine compartment. It features a single Yanmar diesel model #6LY2A-S TP, 257-kW, engine serial #M50900. It is close coupled to a ZF transmission model #ZF220, serial #2002373 with a gear ratio of 1.237:1. The exhaust system for the engine is done with flexible rubber exhaust hose leading aft to the Hamilton jet drive compartment to a water drop fiberglass muffler with overboard dry and wet discharge. The main engine has 282 hours on the analog meter at the console. Belt driven off of the front of the engine is an auxiliary alternator to power the Mobile Power 110-volt system that serves the air conditioning when the vessel is under way. There is no generator onboard. The engine is served by a Yanmar remote fuel water separator filter. The engine is mounted on rubber lined isolation mounts. A large bronze sea strainer through-hull fitting provides raw water cooling to the engine. Port aft is a Reverso oil change system 12-volt serving the transmission and engine. The engine output shaft leads aft through the bulkhead to the jet drive located below the aft bench seat. Forward in the engine compartment are the main battery ANL fuses for alternator, battery 1, and battery 2. In the aft compartment is the Hamilton Jet system. It is model #292, serial #291. It is direct driven off the back of the engine. A small hydraulic cylinder is fitted to raise and lower the reversing bucket. A Sea Star steering cylinder is fitted with angle indication pickups for the Rolls Royce system, helm position indication, and the Raymarine automatic pilot. A cleanout fitting is provided atop the jet drive for access to the impeller while the vessel is in the water in the event of blockage. Outboard to port is a single battery for main engine start. Outboard to starboard are two 8D maintenance free batteries for the house loads. Forward of the batteries is a single ANL fuse protecting the bank. Outboard to starboard is seen a single through-hull transducer in a small molded pocket. Up against the aft bulkhead are control solenoids and a control junction box for the jet stick system. Just forward of the jet drive compartment are two small screwed and gasketed hatches leading to the sender plates. MAIN ENGINE "ZAMBONI" is powered by a 440 hp Yanmar model #6LY2A-S TP, 257-kW, engine serial #M50900#6LYN-STE freshwater cooled turbo charged marine diesel, rated at 213-kW at 3100 RPM continuous duty and 257-kW at 3300 RPM maximum. The main engine drives a Hamilton Jet model #291 drive unit. Main engine serial #: M50900 Engine hours: 282 Jet drive serial #: 291 The main engine exhaust is a water injected cast iron riser to an inline fiberglass muffler with exhaust out the transom. The main engine controls are Hinckley Jet Stick with Kobelt throttle and forward/reverse controls.

Исключения

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ФОТОГРАФИИ











КОНТАКТЫ

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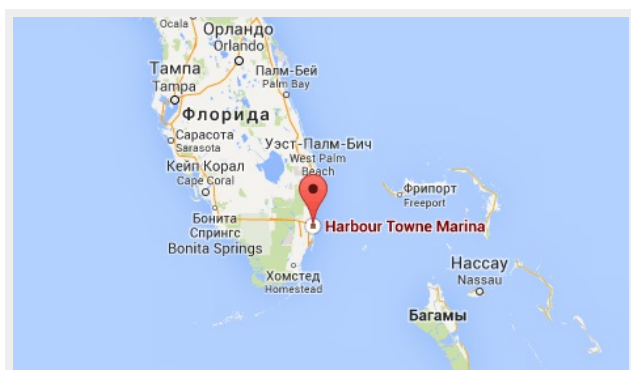
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Время работы

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

Воскресенье: **Закрето**

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