



KEYPORT — DEFOE BOAT AND MOTOR WORKS



Судостроитель:
DEFOE BOAT AND MOTOR WORKS

Длина общая: 145' 0" (44.20m)

Год постройки: 1945

Модель: Моторная яхта

Цена: \$2,950,000 USD

Местонахождение: United States

Купить Keyport — DEFOE BOAT AND MOTOR WORKS 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 Keyport — DEFOE BOAT AND MOTOR WORKS 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

Обзор

A true must see! This ship has been refitted from 2005-2016!

Основная информация

Тип судна: Моторная яхта

Модельный год: 1945

Год постройки: 1945

Страна: United States

Размеры

Длина общая: 145' 0" (44.20m)

Скорость, вместимость и масса

Вместимость воды: 4400 Gallons

Вместимость сточного бака: 1000
Gallons

Размещение

Всего кают: 2

Корпус и палуба

Материал корпуса: Steel

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: D379

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Hull Construction

The vessel was originally constructed of conventional Navy lighter design with a plumb stem, rounded bilge and rounded stern. During the refit, the bottom was completely replaced and a raked stem was welded to the bow, adding an additional 12 feet to the overall length and creating a collision bulkhead by incorporating original bow as bulkhead. The hull is comprised of steel plating welded to a grid work of steel stringers and frames. It is constructed with four transverse watertight bulkheads dividing the hull into a forepeak, crews quarters, guest and owner berthing, engine room and lazarette. The main deck of the vessel is provided with welded bulwarks around the perimeter. Access to the engine compartment is gained through a hatch located at the after section of the cabin. The initial superstructure consisted of a fabricated steel hard top over the mid-body cabin space. The cabin has since been extended and the pilothouse completely reconfigured.

- Bottom - Reported as 5/16" steel plating
- Sides - 5/16" steel plating
- Frames - 1/2" x 16" steel angle, spaced at 72" intervals
- Stringers (Bottom) - 3/8" x 6" steel angle iron
- Stingers (Side) - 3/8" x 8" and 12" spaced at 24" intervals
- Keel - 5/8" x 22" T stock
- Bulkheads - 5/16" steel plating welded to the hull

Deck Configuration

The main deck is configured with a raised foc'scle with welded bulwarks around the perimeter; the periphery of the 01 deck is fitted with stainless steel rails and stanchions. Access to the 01 level is provided by stairs located forward of the house.

Main Deck

- Decking - Steel Plate
- Bulwarks - Welded Steel construction
- Clearing Ports- 4' x 8" ovals, two on each side
- Deck Hatches - Access to forepeak, hatch to crew's quarters, soft patch, for access to crews quarters

01 Deck

- Deck - Helicopter landing pad, with recessed lighting and fold down stainless steel railing.

Forward Decks

- Decking - 5/16" steel plating
- Bulwarks - Welded steel construction, 35" above the deck
- Stanchions - 1 1/2" x 11" stainless steel, bolted to top of bulwarks
- Deck Hatches- Access to the forward storage locker is gained through two stainless steel hatches located forward of the anchor windless. An additional hatch has been provided for access to the crews quarters.

Fantail

The fantail is sheltered by the 01 deck, which is supported by steel columns. It is enclosed with steel bulwarks and stainless steel railing. The deck is accessed via the aft cabin. It is provided with two 18" hydraulically actuated gypsy heads intended for use while docking the vessel.

- Decking - 5/16" steel plating
- Bulwarks - Welded steel construction, 29" above the deck
- Stanchions - 1 1/2" x 11" stainless steel, bolted to top of bulwarks
- Deck Hatches - Access to the steering compartment

Pilothouse/Cabin

The superstructure consists of a fabricated steel hard top over the mind-body cabin space with access gained through hatches forward and aft. The Pilothouse is located forward on the centerline of the O2 deck and is accessed by port and starboard doors. The exterior of the pilot house is provided with controls on either wing for operation of the vessel while docking and undocking. The interior, which has been entirely reworked, will contain the vessel's navigation control stations with the helm located in the centerline. A Captain's lounge is been configured aft of the pilothouse which has been provided with Iroko paneling and fitted with safety glass windows.

Saloon

The exterior of the cabin is comprised of painted steel where the interior, like the pilothouse, is undergoing refurbishment. The cabin is comprised of an upper level main saloon with a galley/small food preparation area, laundry located to starboard and a head and small bar to port from which the pilothouse is accessed via a spiral staircase. The salon is located forward in which a small fireplace has been installed. The side walls have been provided with Iroko wainscoting and the bar has been installed. A small laundry and food storage area is provided forward in which a washer/dryer and freezers have been installed. Access to the lower staterooms in the form of a steel spiral staircase. The interior is provided with safety glass panels on both sides.

- Sides - Both sides of the cabin have safety glass windows seated in stainless steel frames. The windows are all well bedded.

Mechanical Systems

The engine room is accessible from the fantail through a catwalk installed beneath the stack in which all exhausts pass. The area is provided with a hydraulic oil tank and diesel fuel day tank. The engine room has been suitably laid out, is well lit and provides good access to all engines, auxiliary equipment and electrical panel board. A small utility room had been provided aft of the engine room which contains much of the steering apparatus and spare parts. A watertight door is installed through the bulkhead for access to the steering quadrant. With the exception of the battery installations, the engine room is complete although some additional upgrades may be necessary in future maintenance periods.

Propulsion Engine(s)

- Make & Model - Twin Caterpillar D 379
- Fuel - Diesel
- Serial Number - Unknown
- Horse Power - 500 HP @ 1200 RPM each
- Total Hours - Unknown
- Last Overhaul - Unknown
- Engine Bed - 1/2" x 36" steel stringers reinforced with transverse steel gussets
- Engine Mounts - Hard Mounted
- Cooling System - Heat exchanged, where the expansion tanks are provided with Murphy low water alarms
- Alarms - Yes
- Reverse Gear - Twin Disc, Model MG 530M, Ratio 3, 13:1

Both Engines are air start with pressure provided by a compressor located on the starboard side of the engine room. The engines are securely mounted to the stringers.

Auxiliary Machinery

Auxiliary machinery found withing the engineering spaces include:

- Air Compressor and receiver
- Two Teel 120 volt domestic water pressure booster system
- Hydraulic steering system
- Oil-fired boiler for hot water
- Utica 175,000 btu oil fired furnace
- Two chilled water air conditioning units (including new piping, pumps, duct work, air handlers)water separator
- Hydraulic steering system
- Oil water separator
- Twin Marco hydraulic pumps, powered by a 671 Detroit Diesel
- Number of Tanks - Two tanks, one located athwart ships, forward of the engine room; the second located forward of the master and guest staterooms

- Tank Material - Coated Steel
- Capacity - 30,000 gallons for the amidships tank and 7,000 gallons for the forward most tank, for a total of 37,000 gallons.
- Satisfactory Installation
- Fills Labeled
- Vent Locations - Stand pipe adjacent to the fuel fill
- Fuel feed from Tanks - Hose and steel tubing
- Feed line approved - Hose USCG type A1
- Emergency shut off valve at feed line
- Filters - Twin Racor 75/1000 MA Primaries, with secondaries, mounted on main engines. Detroit Diesel power guard for generators.

The engine room has been fitted with a fuel oil/water separator. All filters have been fitted with vacuum gauges. Like several other items in the engine room, the fuel oil separator should be periodically exercised and mother in the log book.

Exhaust System

- Type- Dry
- Materials - Iron Pipe
- Lagging - Yes
- Muffler - Steel Silencer

Steering System

- Type - Hydraulic, using twin 1 3/4" push/pushrams attached to the 2 3/8" steel quadrant
- Rudder Stock - 6" stainless steel
- Stuffing Tube - Yes
- Quadrant Stops- Yes
- Rudder - Yes
- How Supported - The stuffing tube is supported by steel reinforcing gussets welded to the stuffing tube. the vessel is also fitted with a hydraulically actuated bow thruster.

Stern Gear

- Shaft Material - Stainless steel
- Diameter - 5"
- Stuffing Box - Yes

Ventilation

- Engine Room - Natural, using deck vents, as well as a 120 volt blower
- Adequate - Yes
- AC Chillers - Two reverse cycle (10 tons each) chilled water air conditioning systems, which consist of the chiller, located in the engine room, that cools (or heats) fresh water, then pumps it through an insulated piping loop to air handlers located in the living spaced,

where the air is cooled (or heated)

Electrical Systems

DC System

- Battery number and voltage - The primary battery bank has been removed during the refit
- Wiring Type - 2/0 AWG multi strand copper from batteries, and 16 gauge multi strand copper or greater elsewhere.

AC System

- Entry Type - Two 100 amp/120 volt, single phase, Two 100 amp/220 volt, three phase, One 100 amp/480 volt, three phase
- Circuit Breakers - Yes
- Double Pole - Yes
- Isolation Transformer - Yes
- Switch Panel - Yes
- Wiring type - 600 Volt, multi strand copper
- Approved - Yes
- System Grounded - Yes
- Instruments - Amp, Hertz, and volt meters
- Generator #1 - Detroit Diesel 671, Delco 50.0 KW
- Generator #2 - Detroit Diesel 671, Delco 75.0 KW
- Generator #3 - Detroit Diesel 671, Delco 100.0 KW
- Switch Panel - Yes

All of the wiring within the vessel is bundled and identified with no exceptions observed, 240 volt, 100 amp 3 Phase AC power is provided by the ships' generators, all of which can be paralleled and are located in the engine room. The wiring had been reconfigured to accommodate two phase converters, both of which have been installed in the engine room. Numerous other transformers have been provided to convert both shore power and generator power to the various electrical needs of the vessel.

Plumbing

Bilge Pumps

- Electric - A combination fire pump/bilge pump, driven by an electric motor has been provided in the engine room.
- Engine driven - Non provided
- Bilge Alarms - At the present, no bilge pump alarms have been provided
- Manifold Marked - Yes

A bilge manifold has been configured to access all watertight compartments. All of the valves are marked to indicate the compartment they serve.

Through Hull Fittings

The vessel has been provided with several welded steel sea chests created for raw water supply to the propulsion engines, generators and auxiliary equipment.

- Number - Two
- Locations - Starboard generators and hydraulic engine - forward of starboard engine. Propulsion engine supply - forward of starboard engine. Port generators supply - forward of port engine.

Habitability

Galley

- Work on galley is completed and all appliances have been installed.

Heads

- All heads have been installed and plumbing lines run. 1000 gallon 316 stainless steel pit tank has been installed under the companionway between the cabins, and two 500 gallon holding tanks provided under the two most forward cabins.

Fresh Water System

- Tanks - A 4,400 gallon water tank, which is integral to the hull is situated beneath the utility room.
- Delivery - 120 volt Teel shallow water pressure pump
- Water Heater - The furnace has been configured to provide hot water to the demands of the hotel section of the vessel. All piping associated with this system has been installed
- Approved - yes
- Showers - yes

Berthing and Accommodations

Progress observed during the most recent survey indicates that the primary work effort has been focused on the completion of the living quarters, which for all practical purposes, has been completed. The quarters have been delineated through the creation of guest and owners staterooms on the lower level, aft, with additional quarters provided forward for members of the crew. Insulated bulkheads and cabin sub floors and finished floors, plumbing and electrical lines have been run and air conditions ductwork installed. Sewage tanks have been installed under the companionway sole and under the bunks of both forward staterooms. The joiner work to all cabins and crew quarters is complete with the exception of some minor trim. The woodworking is of high quality. Access to the quarters is provided via a spiral staircase from the forward section

of the salon. A passageway has been provided for access to all cabins and the crew's quarters. The lower compartments have been sectioned in the following manner: the owners' stateroom, head and shower, aft and to port; two additional two man cabins with heads and showers are provided forward of the master suite with a similar arrangement of two 2 man cabins created on the starboard side. Forward of the two starboard cabins is a two bunk captain's quarters where a head and shower has been provided. Forward of the captain's quarters, a laundry has been provided in which twin Kenmore He2 washers and dryers have been installed.

The crew's quarters are accessed via seven steps from the guests quarters and are configured with a port two man stateroom with a head and shower immediately forward. An additional two man stateroom is located amidships in the forward most part of the vessel with a galley and mess area provided amidships aft from which a hatch is provided to exit onto the mid deck.

Fire and Safety

Fire Equipment

- Portable - Numerous CO2 extinguishers have been provided throughout the vessel for the duration of the refit. It is assumed that the appropriate size and number of portable extinguishers will be installed upon completion of the project.
- Fixed - Presently two fixed CO2 bottles are provided in the engine room. However, the bottles were last inspected in 2004.

Исключения

При продаже яхты исключаются личные вещи владельца, личное оборудование, включая список предметов личного пользования владельца яхты, но не ограничиваясь гидроциклами, катерами, сибоб, снаряжением для рыбалки и дайвинга если таковые имеются на момент заключения сделки.

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

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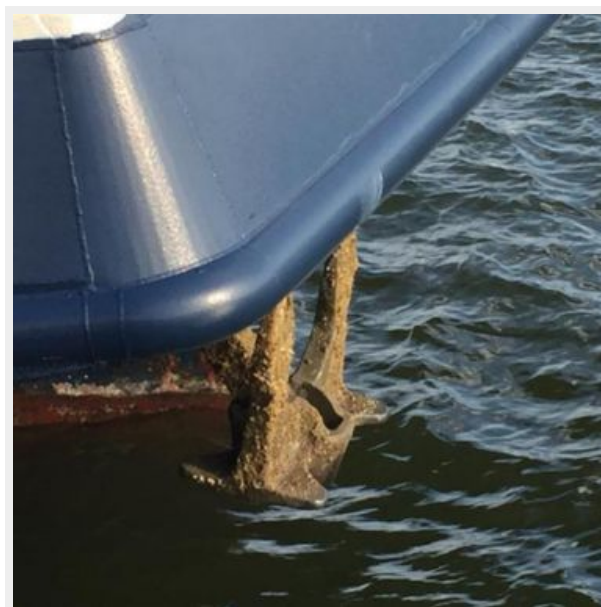
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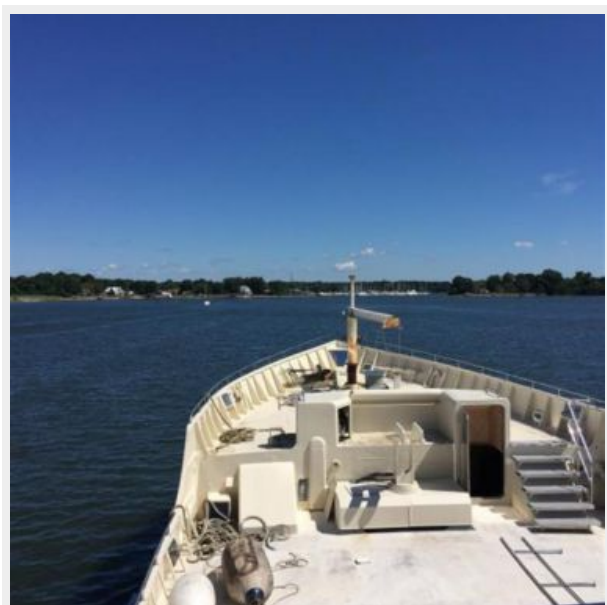
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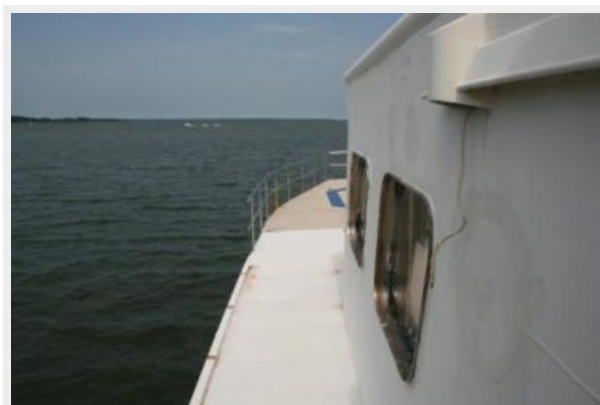
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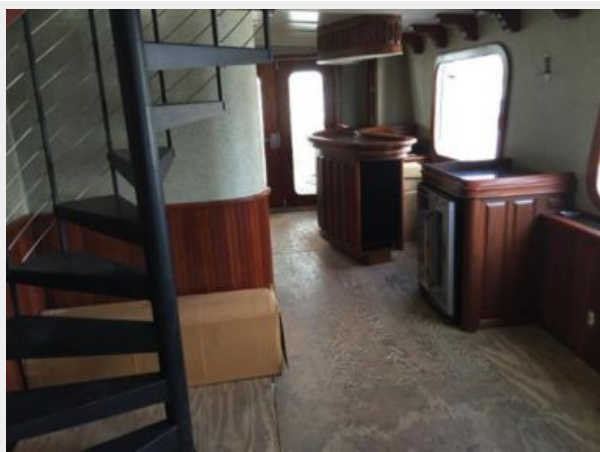
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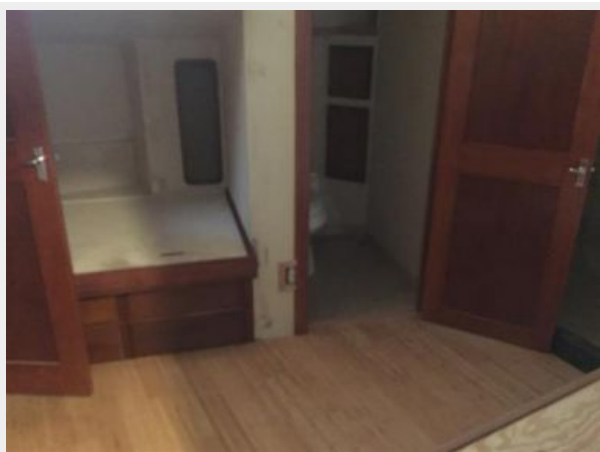
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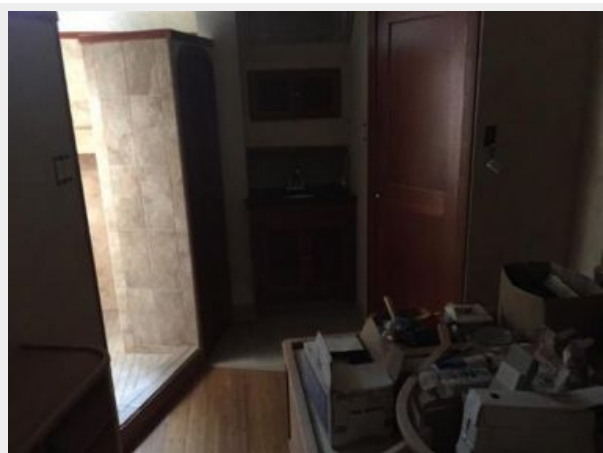
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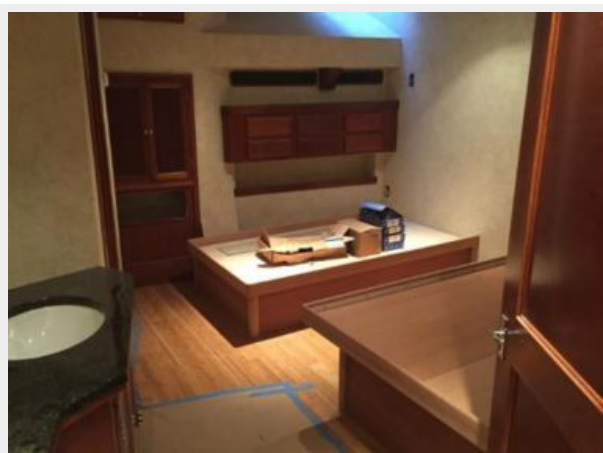
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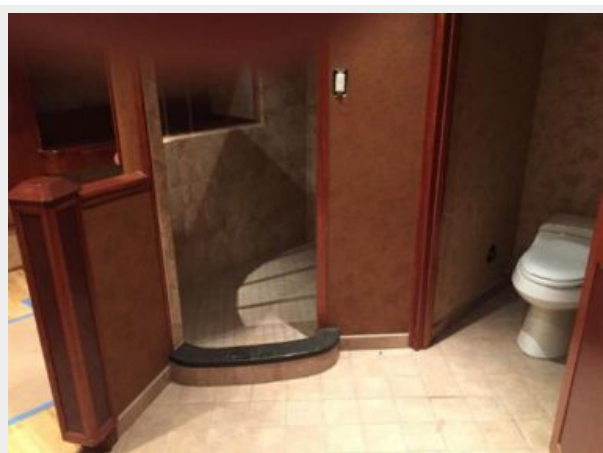
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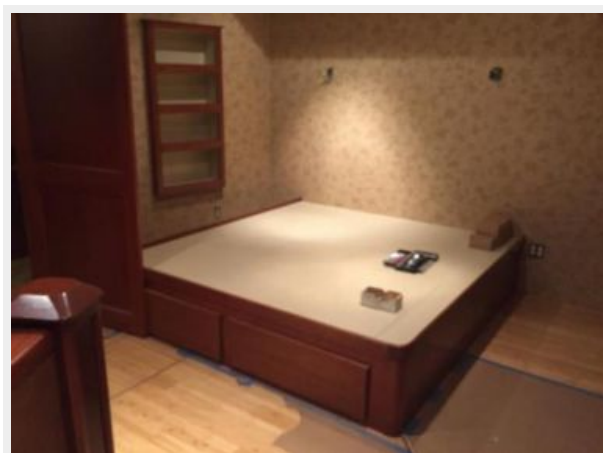
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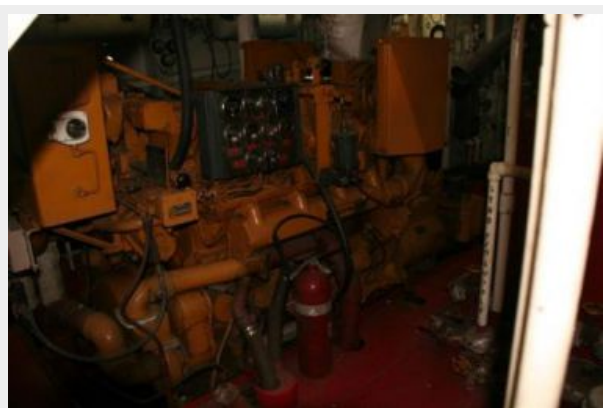
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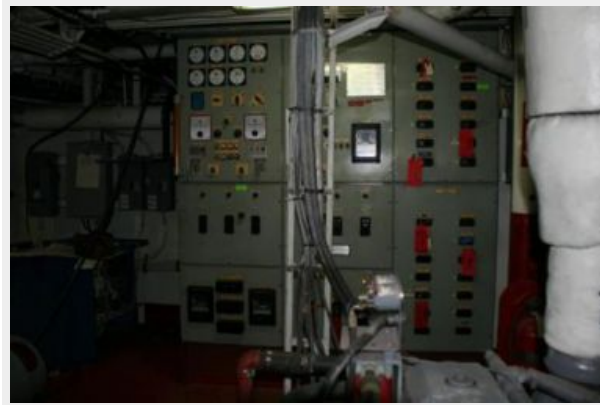
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КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Atlantic Yacht and Ship Inc. Официальный представитель Atlantic Yacht and Ship Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

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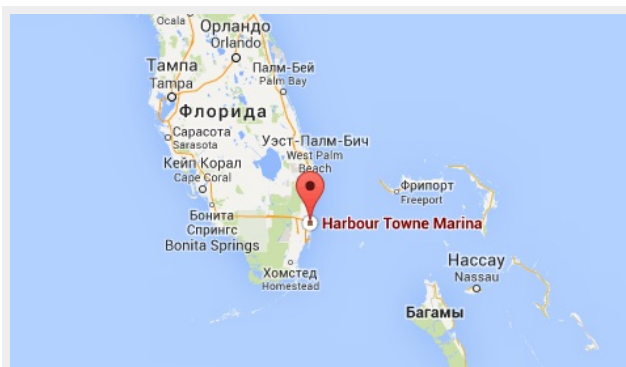
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Время работы

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

Воскресенье: **Закрито**

Адрес



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