

АНАНИТА — JACOBSSON BROTHERS



Судостроитель:
JACOBSSON BROTHERS

Год постройки: 1961

Модель: Cruising/Racing Sailboat

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: Sweden

Длина общая: 52' 0" (15.85m)

Ширина: 13' 0" (3.96m)

Макс. осадка: 9' 0" (2.74m)

Купить АНАНИТА — JACOBSSON BROTHERS 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 АНАНИТА — JACOBSSON BROTHERS 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

Beautifully presented and very smartly optimised fast cruising yacht from the pen of Arvid Laurin and some subsequent wizardry below the waterline by Peter Norlin. Perfect for classic racing, but also great for cruising too. A VERY special yacht indeed!

Основная информация

Тип судна: Cruising/Racing Sailboat

Подкатегория: Гоночная яхта

Модельный год: 1961

Год постройки: 1961

Страна: Sweden

Размеры

Длина общая: 52' 0" (15.85m)

Длина по ватерлинии: 39' 0" (11.89m)

Ширина: 13' 0" (3.96m)

Макс. осадка: 9' 0" (2.74m)

Скорость, вместимость и масса

Водоизмещение: 42549.216566 Pounds

Вместимость воды: 83.21419638 Gallons

Объем топливного бака: 59.4387117

Gallons

Размещение

Всего кают: 4

Всего коек: 10

Корпус и палуба

Материал корпуса: Mahogany

Материал палубы: Teak

Дизайнер корпуса: Arvid Laurin / Peter Norlin

Информация о двигателе

Двигатели: 1

Производитель: Bukh

Модель: DV48ME

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Construction

Hull and Deck:

- Honduras mahogany on laminated oak frames – epoxied and glassed below waterline - 1994
- All mahogany coated with Coelan varnish
- Teak deck on pine beams; decks renovated and recaulked 2014.
- Stainless stem fitting on oak
- Spacer made of stainless steel with 11 mm wall thickness containing compartments for fuel, water and bilge water. Draining plugs enables cleaning & inspection.
- Stainless chain plates above deck attached to stainless steel ring frame down to keel
- Steel bulkhead between cockpits to keel to take twin hydraulic back stays
- Custom made Rondal flush deck fore hatch

Keel and Rudder:

- Long keel profile with separate free hanging rudder constructed by Peter Norlin. Later an amendment to the keel construction by Hugh Wellbourn.
- Keel ballast of high antimony lead – 7,200kgs

Machinery

Engine, gearbox:

- Bukh DV48ME turbo-charged 3-cylinder diesel engine producing approx 48hp @ 3,600rpm (1988)
- Engine refurbished 2009
- 2:1 reverse reduction gearbox

Propulsion & Steering:

- Propeller shaft with option of fixed 2-blade or Brunton autoprop or fixed 3 blade.
- Steering wheel: Choice of stainless Solimar racing steering wheel with leather and Speedwave custom mahogany/carbon wheel.

Electrical Systems

General:

- 24vDC domestic system with 220vAC ring main via shorepower

Battery Banks:

- 2 start batteries Victron energy, AGM 90 Ah deep cycle battery (2014)
- 8 service batteries Victron energy, AGM 90 Ah deep cycle battery (2014)
- Battery isolation switches

Alternators:

- 1x 24vDC 55Amp Rhonde alternator
- 1x 24vDC 105Amp Wilson alternator

Battery Charger:

- 220V charger for charging battery banks from shore power

Shorepower:

- 220vAC shore supply

Other Electrical:

- AC/DC panel at chart table
- 220vAC sockets throughout interior

Plumbing Systems

Fresh Water and Water Heating Systems:

- 24vDC pressurised water pump for supplying fresh water
- Water heated by Isotemp 24vDC/700w water heater system supplying approx 22 litres per hour to galley and showers

Salt Water Supply:

- 24vDC salt water pump supplying galley and both heads

Bilge Pumps:

- One Whale Gusher manually operated from inside boat
- One Whale Gusher operated from cockpit
- One electrical with auto switch

Grey & Black Water:

- Grey water discharges directly to sea
- Black water discharges to holding tanks normal through hull outlet and deck fitting for vacuum discharge.

Tankage

Fuel:

- 225 litres (49.5 gallons) fuel tank fitted integral to stainless steel keel spacer

Water:

- 225 litres (49.5 gallons) fresh water tank fitted integral to stainless steel keel spacer
- 90 litres (19.8 gallons) fresh water tank beneath focsle

Black Water:

- 2x 100 litre (22 gallons) stainless steel black water holding tanks

Navigation Equipment

In Cockpit and at Chart Table:

- B&G Hercules/Hydra system
- Hydra 330 autopilot with control at helm – 1991
- Hercules Performance CPU
- Halcyon electric compass unit
- 3x 20/20 displays at mast – 1995 (updated in 2010 by Martin Klug/VOR B&G Specialist)
- FFD displays in cockpit and at chart table displaying wind, speed, depth and log
- Dell PC computer with Fugawi GPS plotter software with remote display in cockpit
- Vigil radar system
- Steering compass on helm binnacle

Communications Equipment:

- Simrad VHF at chart table
- Raymarine handheld VHF

Domestic Equipment

Galley:

- Stainless steel gas stove
- 2x Thermocool 24vDC refrigeration systems
- Twin stainless steel sinks

Heads/showers:

- Jabsco marine heads – manual in aft heads and 24vDC electric for forward heads
- Pressurised water supplies to heads/showers

Heating & Ventilation:

- Eberspacher D5W 24vDC diesel-fired heating system using hot water circulation (rather than hot air) and creating warm air by blowing air through hot water matrix to outlets in aft cabin, saloon and foreard heads.
- Eberspacher output is 1.25kw low output and 5kw high output
- Water heating system can be additionally powered by engine or 220vAC supply

Entertainment:

- Pioneer stereo & CD rack w speakers in cabin and cockpit.

Lighting:

- Deckhead lighting throughout
- Additional reading lights in accommodation cabins

Accommodation

Summary of Accommodation:

- Four cabins with eight berths and further sea bunks in main cabin and adjacent to mast.
- Varnished teak joinery throughout
- Deckhead is white painted with exposed pine deck beams
- Floors are teak
- Blue cloth upholstery in accommodation cabins
- Light blue patterned upholstery in saloon
- 3 security safes within accommodation

Deck Equipment

Rig:

- Sparcraft 'Performance' aluminium alloy 3-spreader keel-stepped mast and boom (2008)
- Spectra inner forestay with hydraulic tensioning and quick release
- Riggarna CR4 discontinuous rod standing rigging and turnbuckles (1986 but checked regularly)
- Headfoil replaced 2010
- Adjustable dyneema runners
- All running rigging up-to-date dyneema
- Navtec manual hydraulic system controlling backstay, vang, main outhaul and inner forestay
- Rondal inner forestay flush through deck fitting by Rondal in hydraulic operated through the Navtec V system in cockpit

· Rondal

Babystay

- Loadsense forestay tension gauge with cockpit display
- Marström carbon spinnaker pole – 1995
- Selden alloy spinnaker pole – 1988
- Both spinnaker poles fitted with Selden dip pole gybe outer end fittings
- Blocks, jammers and cleats are Lewmar, Frederiksen, Harken and Spinlock.

Winches:

- 2x Lewmar 70 3-speed primary winches – hydraulic
- Lewmar 52 mainsail halyard winch – hydraulic
- Lewmar 48 halyard winch – manual
- 2x Lewmar 2-speed manual running backstay winches
- 2x Lewmar 2-speed manual spinnaker winches

- 2x Lewmar 2-speed mainsheet traveller winches
- Lewmar Commander hydraulic power pack (1989) for hydraulic winches with spare connection for future fitment of furling headstay or anchor windlass.

Recent Sails (as of 31-07-2015):

- 2013 - Asymmetric spinnaker A1, North
- 2015 - Main Sail, One Sail
- 2015 - Genoa 1LM, 3DL, North
- 2015 - Genoa 3, 3DL, North
- 2015 - Asymmetric spinnaker A5, North
- 2015 – Trysail

Mainsails:

- North Kevlar panel main - 2006

Headsails

- North Kevlar panel 152%LP Genoa 1 Light-Medium (TWS up to 14kts) - 2006
- Diamond Kevlar panel 152% Jib Top (Reaching Headsail) - 1995
- North Kevlar panel 140%LP Genoa 2 Heavy (TWS up to 22 kts) - 2008
- Royal Sails Dyneema 140% Furling Genoa - 1996
- Diamond Kevlar panel 100%LP Genoa 3 (Jib) - 1993
- Diamond Dacron panel 45% Genoa 5 (HW Jib) - 1993
- Doyle Dacron panel Storm Jib -1989

Spinnakers:

- Diamond 0,5 Oz nylon Light Air VMG -1995
- North 0,9 Oz nylon Medium Air - 2009
- Diamond 0,9 nylon Medium Air - 1993
- Diamond 1,5 Oz Heavy Air - 1995
- Northwind 1,5 Oz Heavy Air - 1988

Anchoring and Mooring Equipment:

- Bruce 30kgs main anchor
- Lewmar vertical hydraulic anchor windlass operated through Lewmar Commander power pack
- Windlass is not current mounted, and instead a system with short chain and rope is used
- 30m galvanised steel chain
- Bruce 15kgs stainless steel kedge anchor with polyester webbing on a self-winding roll hidden beneath deck
- Aluminium lightweight folding racing anchor stowed below decks

Safety Equipment:

- Fully ORC Category 3 Equipped
- 4x Fire extinguishers
- Lupolight navigational lights in pulpit/pushpit and masthead.

Broker's Comments

This vintage lady racer cruiser is literally a boat that will race to its rating optimally if you want, or cruise comfortably short-handed or with a family on board.

Sitting serenely and snugly, sheltered from winter weather out of the water on a private slip

undercover at the bottom of the garden just ten minutes outside Sweden's capital city, Stockholm, her topsides and deck belie her age.

With numerous 'no expense spared' carefully crafted clever changes over the last twenty or so years, she comes across as a solid and well constructed dame of the sea, updated to ensure ease of maintenance and with weight consideration/placement high on the agenda.

Updated manuals in ring binders with plans compliment the inventory New mast and rigging with sails in abundance that have their own sail loft, this boat is a must for the family who wants a beautiful yacht to cruise in style and yet is equally at home participating and competing at Les Voiles de St Tropez or at Antigua Classic Week. Trophies and plaudits in magazines and hard back coffee table books are just part of her legendary status.

Oodles of cupboard space and clever time-saving devices abound; a spare carbon and wood laminated wheel sits astride the windlass that is waiting to be refitted for serious family cruising in the sail loft. Some updates to electronics may be necessary but for all intents and purposes, what she has on board suffices for race winning and archipelago cruising. Loved to death by generations of her family, she is well worth a wander.

Background to Naval Architect

Arvid Laurin was born October 3, 1901 in Lysekil in Sweden. His father was the owner of a company that produced heavy combustion engines. Arvid Laurin graduated as a civil engineer at Chalmers in Gothenburg with the highest grades. Shortly after graduating he started to use his new learned skill designing engines in his fathers business.

Arvid Laurin took up sailing at the age of 13 and soon got his first own sailboat. Already at this age he showed a talent for yacht design, he made changes to how the sails where cut and other improvements to the design, thus to increase its speed. Arvid soon designed his first boat, it was to become a fishing boat. Soon thereafter he was asked to design a "lottery-boat" for a yacht club. The design was to be a koster type of boat, and it turned out to be so much faster then other Koster boats that soon orders started coming in for more kosters to be designed.

In 1930 Arvid Laurin started racing STAR-BOATS and represented Sweden in the 1936 Olympics. He brought home silver with him to Sweden. Shortly there after Arvid Laurin started sailing International 5 Meter Rule yachts. He believed he could design a much faster boat and designed the yacht that was to be named Gullmar III. In the general public the boat was called "The Box". After this several other Int 5m designs where to follow. Arvid Laurin's success as a designer became so grand that other sailors started to complain "Arvid Laurin has ruined the

class, to win you have to sail an Arvid Laurin design"! His design won gold in the Helsinki Olympics in 1952 and four years later in Melbourne.

He began to design in the International 6 Metre Rule class and the one he built for himself called "Trickson VI" won him the Gold Cup Regatta in Sandhamn. Next came his interest in the new 5.5 metre class and the success of his yachts drew orders from all over the world. Many of these won World Championships and Olympic medals.

Arvid Laurin also kept on designing Koster type of boats and he designed several very popular once. Some of them were even made to be produced in GRP in mass production very successfully.

Arvid Laurin was called by many, "The Swedish Genius", his wide ranging enquiring mind encompassing many fields remained active up until the end. His contribution to yachting, especially in Sweden, was a force to be reckoned with as witnessed by his enormous output of brilliant designs...

History of Jacobssons Båtbyggeri AB

Since the start in 1942, the Boatyard, located at the beautiful "Nordströmmarna", just below the bridge connecting the Island Skaftö with the mainland, has built approx. 350 boats of different sizes - from small dinghies to 70- and 80-foot "one-of" yachts. In addition, there was an obvious demand of boat service and reparations already from the start. During the forties and fifties the Yard built the "Nordisk Folkbåt", which at that time had considerable success when participating in various regattas throughout the country. The name "Jacobssons Båtbyggeri" became well known and highly respected in the world of sailing. In the fifties the Yard concentrated on wooden yachts of the 15 -20 metre size but in the late sixties the change into the use of plastic-fibre was a fact. The yachts were then designed by famous designers such as Laurin, S&S and Knud Reimers.

In the middle of the seventies the Yard designed and developed their own 11,2 metres sailing yacht, called Fantasi 37, which became a well-known boat in these times and inspired the later Fantasi 44 which is widely regarded as being one of the best of all of the modern Swedish-built cruising yachts.

Исключения

При продаже яхты исключаются личные вещи владельца.

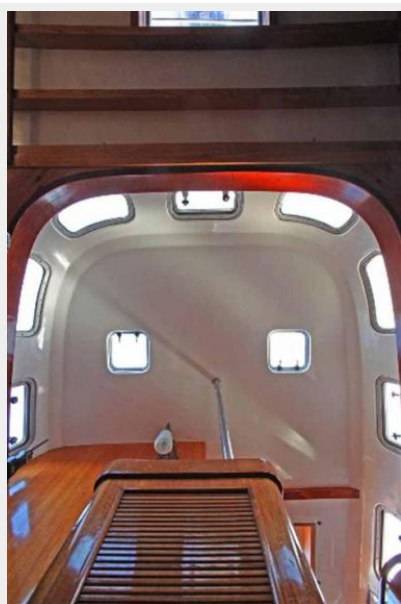
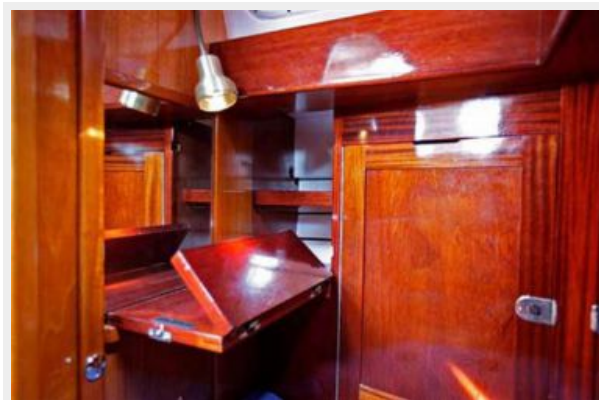
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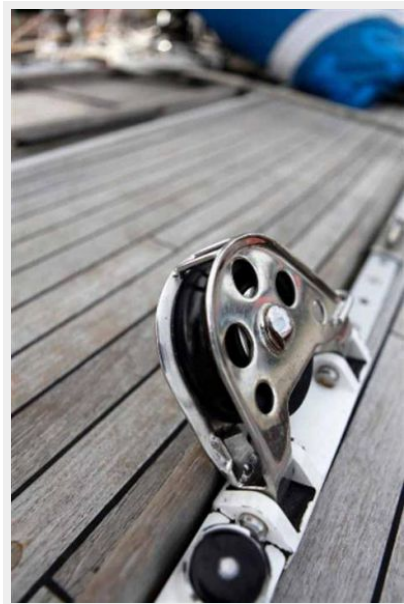
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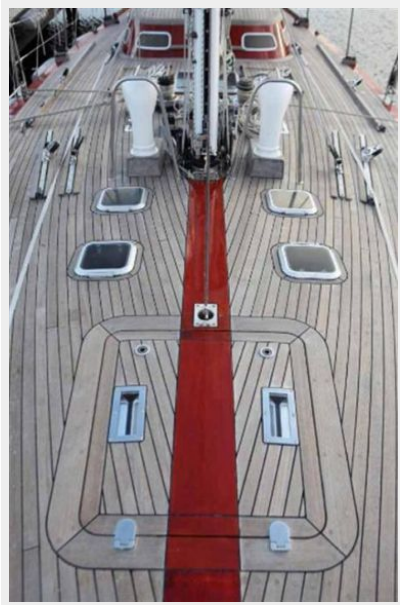
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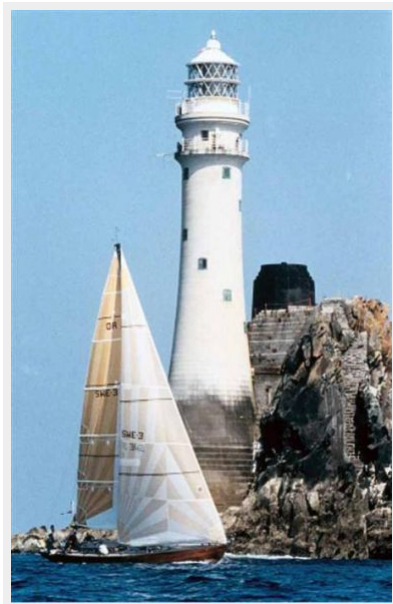












КОНТАКТЫ

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

Контактная информация

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com

Телефоны

Краснодарский край: **+7(918)465-66-44**

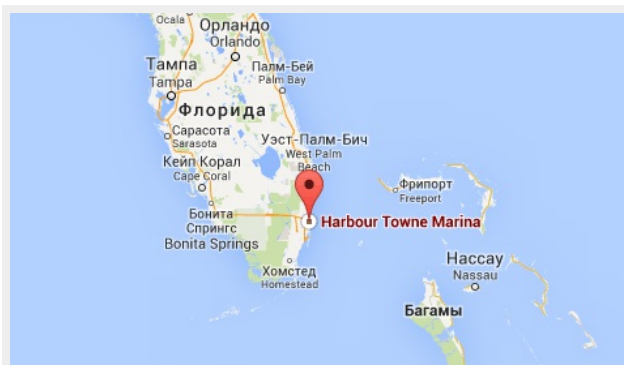
США, Майами, Флорида: **+1(954)274-4435**

Время работы

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

Воскресенье: **Закрито**

Адрес



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