

RANGER — DANISH YACHTS



Builder: DANISH YACHTS

Year Built: 2003

Model: Racing Sailboat

Price: PRICE ON APPLICATION

Location: Spain

LOA: 136' 6" (41.61m)

Beam: 20' 11" (6.38m)

Min Draft: 15' 5" (4.70m)

Max Draft: 16' 1" (4.90m)

Cruise Speed: 9 Kts. (10 MPH)

Max Speed: 10 Kts. (12 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **RANGER — DANISH YACHTS** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **RANGER — DANISH YACHTS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Basic Information

Category: Racing Sailboat

Model Year: 2003

Year Built: 2003

Country: Spain

Dimensions

LOA: 136' 6" (41.61m)

LWL: 93' 6" (28.50m)

Beam: 20' 11" (6.38m)

Min Draft: 15' 5" (4.70m)

Max Draft: 16' 1" (4.90m)

Speed, Capacities and Weight

Cruise Speed: 9 Kts. (10 MPH)

Cruise Speed Range: 1500

Max Speed: 10 Kts. (12 MPH)

Displacement: 408000 Pounds

Gross Tonnage: 120 Pounds

Water Capacity: 1373.6946704 Gallons

Fuel Capacity: 1585.032312 Gallons

Accommodations

Total Cabins: 4

Sleeps: 8

Crew Cabin: 3

Crew Sleeps: 8

Crew Heads: 2

Hull and Deck Information

Hull Material: Steel

Deck Material: Teak

Engine Information

Engines: 1

Manufacturer: Luggen

Fuel Type: Diesel

DETAILED INFORMATION

ACCOMMODATIONS

RANGER has accommodations for eight in the aft guest quarters (ten if the Pullman berths are used) in four cabins including a lavishly appointed full width master with tiled bath plus eight crew in three cabins, one cabin port and one starboard that sleeps two, with two full baths, and one cabin forward that sleeps four.

On deck the quality of the craftsmanship of RANGER is evident from the moment you step aboard at the transom and see straight teak planks with no joins all the way up to the traveller.

A cozy cockpit for up to eight with a teak table is just behind the teak clad carbon fibre deck house featuring starboard and port glove leather seating either side of the companionway leading below accented by a beautiful teak hand rail culminating at a teak and holly sole.

Guest accommodations are aft with four cabins and three full heads. The starboard cabin features a double bed with hidden Pullman in the overhead.

The salon features a formal dining table to starboard and leather seating to port.

Forward through a water-tight bulkhead, is the galley to port and the crew dinette to starboard.

The engine room and machinery spaces are accessed via the galley sole or a water-tight door under the companionway aft under the cockpit.

Forward of the forward engine room water-tight bulkhead, is a massive custom built-in freezer and refrigerator. This area also accommodates galley dry storage and air conditioning

Aft, via a water-tight door in the forward engine room bulkhead, is the engine room with electrical panels forward, starboard and port generators in sound shields and the main engine on the

centreline. This area has been ingeniously designed and provides 360° access to all machinery and systems with great headroom for a J boat.

Interior Finish Note

It should be noted that Ranger's interior is fully isolated from the hull and no vibration or working of this interior exist under power or with tons and tons of load on deck from winches even when there is 20 tons on the back stays and green water flowing over both her weather and leeward rails.

The underlying material for the interior is Nida-core to keep the interior light. Over this very state-of-the-art foundation, is the finest of old world craftsmanship featuring flawless gloss finish over raised mahogany panels with crotch cut flamed mahogany centres making for a very high quality impressive interior all the more impressive due to the incredible detail of Glade Johnson's design which can only be appreciated by a personal inspection. The interior was built in Sardinia and shipped to Skagen, Denmark for installation.

MECHANICAL EQUIPMENT

Engines: 1 x 425 Hp Lugger diesel, 6125A (2004) Engine Hours: 446
 hours since rebuild winter 2013/2014 Gearbox: Mekanord; ratio: 3.81:1
 Propellers: Hundested VP-7 controllable pitch Bow Thruster: 50 hp
 Lewmar retractable Steering: Manual chain, cable, quadrant Backup
 Steering: Manual Watermakers: 1 x Matrix 1500 Silver Series, 6,000 liter per
 day Fuel Filtration: 1 x Racor triple unit Bilge Water Filtration: Waterboy Sewage
 System: Hamman Mini Norwegian Fresh Water System: 1 x Ampco AC pm; 1 x
 Groco DC pump Air Conditioning: Aqua Air; 10 tons 120,000 btu with 13 air handling
 units, fresh air make up thru A/C unit; 35 cubic m/hr. person Mini ISM

ELECTRICAL

Generators: 2 x Northern Lights MP445D; 40 kw, 1,800 each; 208V, 3 phase, 60 Hz
 Hours: Port - 1,500 hrs after rebuild winter 2013/2014
 Stbd - 800 hours after rebuild winter 2013/2014 Electricity 120/240 volt AC; 12/24
 volt DC Shore Power: 190 - 440 volts; 3 phase; 50/60 Hz VIA Batteries: Main Engine
 Starting: 1,200 A/H charged by Charger & Me Generator Starting: 200 A/H charged by
 Charger & Gensets General Service: 1,200 A/H charged by 2 x 100 amp
 Emergency: 200 A/H charged by Charger 25 amp

SAILS & RIGGING

Rig: High modulus carbon fiber mast (Southern Spars, NZ)
 Boom: High modulus carbon fiber boom (new lighter boom spring of 2009 by Southern Spars) Mast Height off Water: 176' Sails:
 By North Mainsail: Fully battened w/ a delivery main sheeted to the deck Large
 Yankee: (1) Yankee: (1) Staysail: (1) Blade Jib
 Headsails: (1) made of carbon spectra material Code 0: (1) Trisail Storm
 Sail: (1) Sail Areas: Racing 3 Di Mainsail - 5,866'
 Racing #1 Genoa - 4,757' Spinnaker - 10,764'
 Max Up Wind Sail Area: 10,624' Max Down Wind Sail Area: 16,630' Southern Spars
 NZ: New the end of 2008, carbon fiber standing rigging by
 Southern Spars EC6 and new carbon spreaders to accommodate the
 new rigging Spinnaker Poles: 2 x carbon fiber Hydraulic Drum Winches: 15 x
 Lewmar Manual Drum Winches: 2 x Lewmar Primary winches have been back to Lewmar to
 be completely overhauled and upgraded to handle the loads. **SAIL INVENTORY** RANGER has
 a full inventory of race sails which is continuously being updated.

COMMUNICATION EQUIPMENT

Sat Com: 1 x Furuno Felcom 12 Inmarsat C 1 x KVH
 Tracphone 252 Satcom Mini-M Telephone Exchange: 1 x Panasonic KX-TD816 telephone
 system Cell Phone System: 1 x Ericsson F2412m Maritime cell phone system
 VHF/DSC 1 x Standard RS-8400 X2DSC with DSC control unit
 VHF fixed ICOM: 4 x ICOM VHF handheld Ship's
 Computer: 1 x X4 ship computer Printer: 1 x HP 2400
 Server: 1 x Ship's Server Unit

NAVIGATION EQUIPMENT

Radar: 1 x Furuno FR-2115 BB Radar; Range = 72 miles
 Gyrocompass: 1 x Liffon CPLath 0735-02 Depth Sounder: 1 x B&G 2000
 GPS: 2 x Leica MX 420/8 Inc AIS GPS Chart Plotter: 1 x Transas
 Navtex: 1 x Furuno NX 500 Navtec Wind Instruments: 1 B&G Hercules
 2000 wind and speed indicator

DECK EQUIPMENT

Anchor Windlass System: 1 x Lewmar hydraulic (self stowing hidden system that deploys
 underwater through the hull in the sail locker) Anchors: 1
 x PHHP 125 kg Galvanized anchors w/fortress anchor as backup Anchor Chain: 1 x
 U2 anchor chain & rode; 230 m x 16 mm Gangway: 1 x carbon fiber manual stern

boarding gangway Cranes/Davits:
davits

Spinnaker halyard & hydraulic winch main tender

ENTERTAINMENT EQUIPMENT

Apple TV system with I-Pad control and a movie server playing on televisions in the master cabin and main salon. Crew area has a stand alone TV and DVD player.

GALLEY & LAUNDRY EQUIPMENT

Galley 1 x Bosch range 1 x Bosch oven 1 x Bosch grill 1 x Panasonic NE-1757 R microwave 1 x Custom refrigerator in galley and tank deck 1 x Custom freezer in galley and tank deck 1 x Hoshizaki icemaker **Laundry** 1 x Miele T1415 washer 1 x Miele W1215 dryer

SAFETY & SECURITY EQUIPMENT

Security: 1 x CCTV system 1 x camera (mast brace); 4 x monitors (engine room, crew mess, nav station, helm) 1 x ship safe (master cabin) **Fire Fighting:** 15 x fire/heat/smoke detectors (located throughout vessel) 1 x fixed fire fighting system 5 x CO2 portable (forepeak, engine room, pump room) 12 x fire extinguishers (located throughout vessel) 2 x Seawater fire fighting stations (forepeak, cockpit) **Safety:** 3 x Viking 8 person life raft 4 x life ring 1 x ACR Globe EPIRB 20 x Pains Wessex flares 2 x Lifeguard 8 man life rafts for racing 1 x Marine Medical MCA offshore first-aid kit

TENDER & WATERSPORT EQUIPMENT

1 x Novurania 430 TR with a 40 hp Yamaha outboard 1 x water ski 2 x Mares diving gear 12 x snorkeling gear

MAJOR WORK LIST

Fall/Winter 2008/09: Completed 5 year Lloyd's survey, including the replacement of the prop shaft and the full breakdown and rebuild of the engine and generators. Mast and Rigging 5 year rig survey by Southern Spars Replacement of the stainless steel rod rigging with new carbon fiber rigging from Southern Spars New spreaders to accommodate the carbon rigging New main boom (lighter version of existing boom) Paint work - full repaint of the hull and mast All varnish work renewed **May 2012** Primary winches upgraded to pull 12 tons - 5/2012 **December 2013 - Work completed as of the winter 2013/14 in Palma Mallorca** Inspection and rebuild of the generators and main engine Removal and inspection of the propeller shaft and rudder stock Hull thickness measurements at various points on the hull and in the tanks and numerous other smaller locations Mast taken out and the carbon rigging all shipped back to Newport, RI for

inspection Mast tube ultrasounded and non-destructive testing of the stainless elements of the mast completed Teak deck had all caulking removed and had the seams routed out to the deck. Deck was dried and dehumidified prior to epoxy being worked in between the voids in the teak and the deck. Seams were then recaulked. All other safety and operationally necessary items were addressed as they arose. **April 2014** RANGER passed her Lloyd's 10 year classification with flying colors as of April 2014.

EXCLUSION

Name reserved. A complete list of exclusions is available upon request.

RANGER RACING HISTORY

Isle of Wight, Kings Club J Class race 2012 - **3rd Overall** Solent, J-Class Regatta, 2012 - **2nd Overall** Falmouth England, June 26-30, 2012 - **1st Overall in a decisive victory** St. Barth's Bucket, 2012 - **2nd in J-Class** JCA Regatta, June 2011 - Newport - **1st Overall** Antigua Classics, April 2011 - Antigua - **2nd in Class** St. Barth's Bucket, March 2011 - St. Barth's - **5th Overall** Rolex Maxi World Cup, September 2010 - Porto Cervo - **1st in Class** Antigua Classics, April 2010 - Antigua - **2nd in Class** St. Barth's Bucket, 2010 - St. Barth's - **1st Overall** Antigua SYC, January 2010 - Antigua - **3rd Overall** Antigua Classics, 2009 - Antigua - **2nd in Class** Rolex Maxi World Cup, September 2008 - Porto Cervo - **1st in Class** Superyacht Cup Palma, June 2008 - Palma - **1st Overall in Performance Class** Antigua Classics, 2008 - Antigua - **2nd in Class Best Elapsed Time** St. Barth's Bucket, March 2008 - St. Barth's - **1st in Race Three Most Polished Performance Award** Rolex Maxi World Cup, September 2007 - Porto Cervo - **1st in Class** Mediterranean Menorca/Palma 2 series - **2nd Overall** Voiles de St. Tropez - September 29 - October 5, 2014 - **1st in all races**

COMMENTS

RANGER has sailed from St. Barth's in the Caribbean to Porto Cervo Italy, Newport Rhode Island and to St. Tropez and Antigua. The priorities for the design of RANGER were, originally, that she would be a family yacht, corporate tool, a charter yacht and a racing yacht - in this order. When RANGER was built, there were only three existing J-Boats, which included the rebuilt ENDEAVOUR, SHAMROCK and VELSHEDA. To one degree or another, all of these yachts were original, if only a very small part of them. RANGER was long gone so she was started with her hull lines and, under the rules of the J-Class, she was designed as the existing RANGER. The J-Class, dictated that RANGER be built out of steel and Lloyd's was concerned about the loads created by such a powerful rig. In light of the fact that RANGER's priority is now racing with corporate guest aboard, often, many of the Lloyd's and MCA designs and specifications led to a heavier RANGER than a "race" version would have been. This has led to several refits where weight was more centralized or eliminated, with the savings in weight being put in the keel in the form of additional ballast. In addition, with a better understanding of RANGER and a greater

comfort level with the boat, Southern Spars built a new boom with approximately 50% of the weight of the original one. With the new composite rigging, RANGER now has a full set of much lighter standing rigging with all new spreaders. The J-Class rules have been continually evolving, and whereas RANGER was built, per their rules at the time, to be sailed manually (i.e., five sets of coffee grinders requiring ten (10) people to man them), the grinders have now been removed and the winches are now run electrically for J-Class racing. The biggest change in the fluid J-Class rules is that subsequent to rebuilding RANGER in steel, the J-Class now allows aluminum hulls! The result is considerably lighter boats that can never have the same interior volume with MUCH deeper frames and stringers. Obviously, RANGER will always be a steel boat built to J-Class rules, at the time of her construction. No currently completed J-Boat, or under construction, has the volume or the astounding quality of design and finish of RANGER's interior. RANGER has just proven in Menorca and Palma that she can truly sail to her rating and is both competitive and has, by far, the best interior!

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

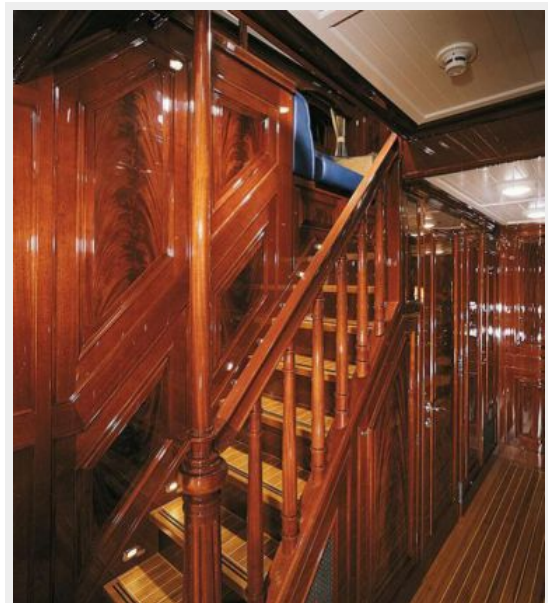
Cockpit



Helm



Stairs from Pilothouse



Pilothouse



Lower Hall



Crew Lounge



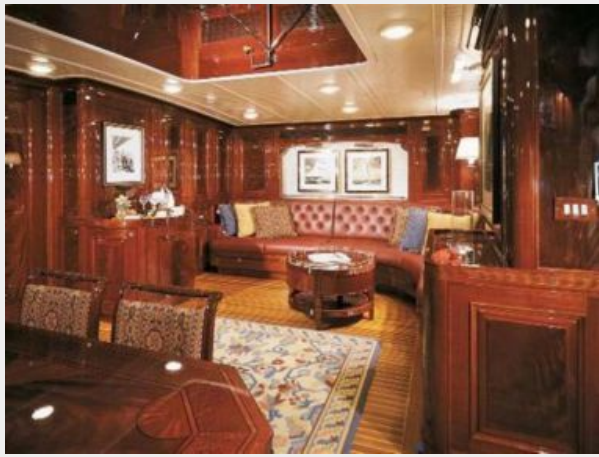
Nav Station



Galley



Salon



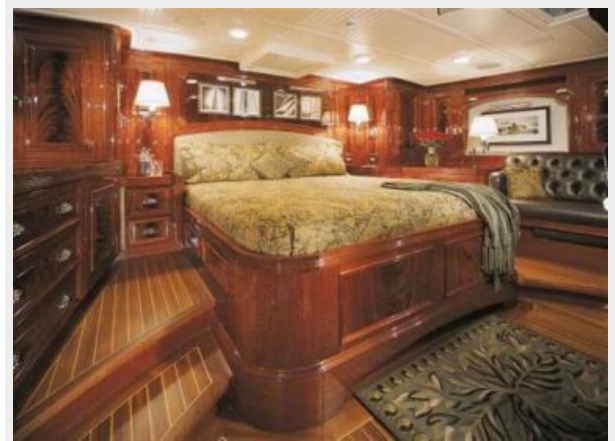
Dining Salon



Guest Double



Master Stateroom



Master Head



Exterior



Exterior



Exterior



Exterior



Exterior



Exterior

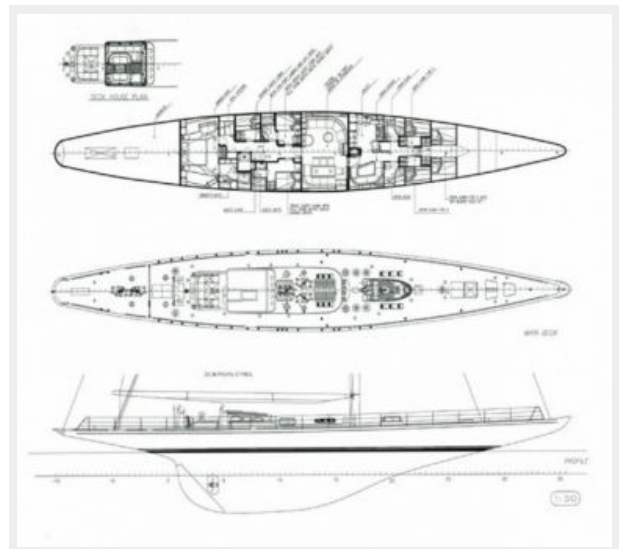


Exterior - The Needles



Layout

Exterior - Nab Tower



CONTACTS

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