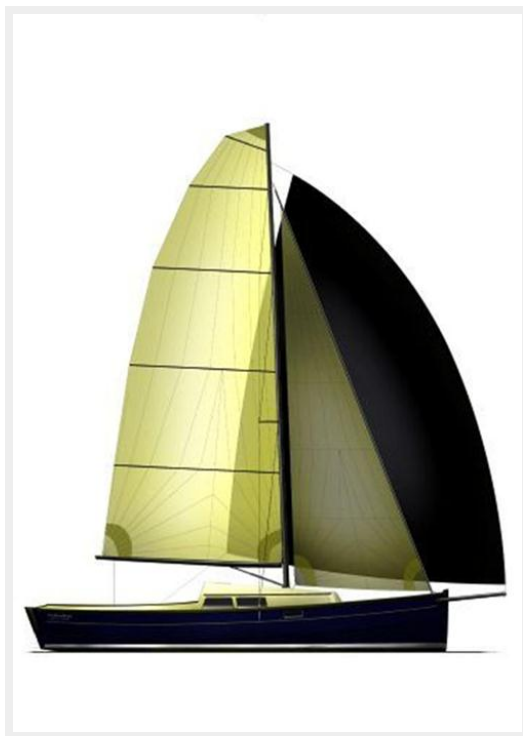


26' SWALLOW BOATS BAYCRUISER 26



Год постройки: 2012

Длина общая: 26' 0" (7.93m)

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United Kingdom

Купить 26' Swallow Boats BayCruiser 26 — н/д 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 26' Swallow Boats BayCruiser 26 — н/д 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

The New BayCruiser 26 from Swallow Boats will combine graceful classic lines with thoroughly modern performance and ease of handling. She will be built using the best materials and highest quality craftsmanship to deliver a yacht that will sail exceptionally fast and will be easy to manage single handed

Основная информация

Тип судна: Крейсерская яхта

Модельный год: 2012

Год постройки: 2012

Страна: United Kingdom

Размеры

Длина общая: 26' 0" (7.93m)

Корпус и палуба

Материал корпуса: Composite

Информация о двигателе

Двигатели: 1

Производитель: Not Applicable

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Project Description

The New BayCruiser 26 from Swallow Boats will combine graceful classic lines with thoroughly modern performance and ease of handling. She will be built using the best materials and highest quality craftsmanship to deliver a yacht that will sail exceptionally fast, and will be easy to manage single handed.

Following the Southampton boat show and feedback from several potential customers, we are looking very closely at the idea of creating two distinct versions of the BC26, both based on the same, hull, cockpit, rig and interior, but with the main difference being in the appendages and ballast.

The first version will have a stub keel and twin rudders (mounted under the hull) with a permanent fixed draught of 2ft, and a centreboard swinging down through the keel to take draught to healthy 6ft or so. It will also have a diesel inboard engine with a saildrive leg protected by the stub keel, and probably no water ballast.

The second version will be for those who want to trailer their boat more often and will feature a fully retracting centreboard and transom hung rudder, giving a fixed draught of around 12 inches and so making launch and recovery easier. In keeping with this philosophy, the trailer version will carry an outboard well similar to our BC23 and water ballast tanks, in order to reduce trailerable weight as far as possible, while maintaining stability on the water.

Both versions will be able to take the ground - the former on her stub keel and twin rudders which will be specifically designed to take the grounding loads imposed.

The boat will be constructed in epoxy composite, keeping the weight as low as possible. She will be built upside down over a male mould using closed cell foam, and epoxy resin, a similar construction method to many racing yachts. Although more labour intensive than traditional GRP layup, it produces boats that are light, stiff and strong.

The rig will be aluminium as standard, but with an option for Carbon Fibre. The mainsail will be fully battened with a modern "fat head" profile that reduces mast height (hence weight) aloft and improves the efficiency of the sailplan. The jib will be self tacking in keeping with the single handing philosophy, though there will be plenty of options here. A large asymmetric from a carbon bowsprit will be an exciting off wind option.

The interior will be very much customisable but the standard form will comprise 2 quarter berths and a large vee berth forward, as well as a galley and enclosed head. At least 2 berths will be 6'8" long, possibly more if needed. The standard headroom will be approx 5ft but a pop-top option is being considered which will increase the headroom in the saloon/galley area to over 6 ft.

The cockpit will be large in comparison to many other yachts, with an emphasis on comfortable seating. A large spray hood, or bimini (in sunnier climes) could be rigged over the cockpit and the transom will feature a walk through bathing platform that will allow easy boarding from a pontoon or dinghy. Large cockpit lockers for fenders and warps will also swallow an inflatable dinghy.

Summary of BC26

Version 1: The boat will have a shallow stub keel with a deep ballasted centreboard that swings down within the stub, taking draught to approximately 6ft. To prevent the boat falling over when drying out, and to improve performance further, she will have twin rudders capable of taking the ground. In this way she can dry out on three points, with the hull well clear of the ground. This configuration will give her a fixed draught of around 2ft, and more space in the cabin (most of the centreboard will be housed outside the hull). A diesel inboard is the likely propulsion method for this version. Although this version could be trailered with an appropriate 4x4, it will be easier to crane her in and out rather than self launch, due to the draught.

Version 2: Suiting people who want to trailer her more often. This would be more like our BC23, with a deep centreboard that fully retracts into the hull to create a boat with little over a foot of draught and a single transom mounted rudder that lifts like our 23 by swinging. The other main differences will be large water ballast tank(s) which will provide the main righting moment at high angles of heel (and will lower the draught further, when empty), and an outboard well (allowing the outboard to fully retract for easier launch, and less drag while sailing).

Preliminary Dimensions (subject to change during the design process):

Length Overall: 26' 2" (7.98m), Length Waterline: 25'3" (7.7m), Beam: 8'4" (2.54m)

Sail Area Main: 269 sq ft (25.2 sq m), Sail Area Jib: 106 sq ft (9.8 sq m)

Displacement: 3960lbs (1800kg), Of which ballast: 1760lbs (800kg)

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.

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



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