SHESTAKOV
Yacht Sales

POLAR BEAR — DEVONPORT

Builder: DEVONPORT

Year Built: 2000

Model: Racing Sailboat

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 72' 0" (21.95m)

Beam: 18' 2" (5.54m)

Min Draft: 10' 0" (3.05m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **POLAR BEAR — DEVONPORT** 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 **POLAR BEAR — DEVONPORT** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

TABLE OF CONTENTS

SPECIFICATIONS

Overview

Ex-AVIVA the most famous of them all, totally upgraded for high latitude sailing and phenomenally successful on the charter circuit.

Basic Information

Category: Racing Sailboat

Model Year: 2000

Year Built: 2000

Country: United Kingdom

Dimensions

LOA: 72' 0" (21.95m)

LWL: 61' 0" (18.59m)

Beam: 18' 2" (5.54m)

Min Draft: 10' 0" (3.05m)

Speed, Capacities and Weight

Displacement: 83775.65956 Pounds

Water Capacity: 468.9053923 Gallons

Fuel Capacity: 567.9699118 Gallons

Accommodations

Total Cabins: 5

Total Berths: 18

Total Heads: 2

Hull and Deck Information

Hull Material: Steel

Deck Material: Steel

Hull Designer: Rob Humphreys

Engine Information

Engines: 1

Manufacturer: Perkins

Model: Sabre

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Construction

The Challenge 72' Class yachts were designed for The Challenge Business by an appointed design team, specifically to race around the world “the wrong way”. The design brief called for exceptionally strong, seaworthy, fast, attractive, modern, steel yachts that were able to sail to windward across the Southern Ocean in relative comfort.

Safety was paramount both in terms of structural strength and crew safety. Because of the One Design nature of the race, the design was not influenced or distorted by any rating rule and a sensible displacement was specified. Other important design considerations include, ease of access to the structure, equipment, systems, wiring and fittings for maintenance and inspections both at sea and in harbour. Every piece of equipment had to be robust enough to survive a race around the world with minimum maintenance.

Many of the design principles were based on Sir Chay Blyth’s experience of sailing around the world single handed against the prevailing winds and currents and the Challenge 67 Class.

Devonport Yachts (DML) were chosen to build the fleet to Bureau Veritas highest notation. The construction method allows relatively simple and cost effective alterations to the interior layout.

POLAR BEAR was named AVIVA and was modified by the Challenge Business after the last race in order to make her suitable for Dee Caffari to sail her singlehanded around the world against prevailing wind and currents. This she and Dee did, with Dee becoming the first woman to make this trip. In her current ownership she has been fully maintained and remains commercially coded to Category Zero. The Polar Front operate her successfully in high latitudes.

Currently operating at Category Zero, she accommodates 12 guests, with each berth retailing at £1,800 per week. In order to enhance her effectiveness operating in high latitudes plus offering comfortable adventure sailing, she has been updated in this ownership with various additional equipment. This includes a freezer, davits and furling front sails. She is therefore easily handled by her crew.

Tankage

- Fuel - 475 gallons / 2150 litres
- Water - 390 gallons / 1775 litres

Sail Areas

- Including 100% foretriangle 111 sq m
- Main 112 sq m
- Spinnaker 358 sq m

Yacht Designer and Design Team

1. Designer – Rob Humphreys

Rob Humphreys of Rob Humphreys Yacht Designs, is an innovative yacht designer with a very good track record for producing fast, attractive sailing boats of most sizes. Before selecting a designer we produced an outline design brief and asked fifteen of the UK's best yacht designers to submit proposals. Rob's proposal most closely grasped our vision of a yacht for the millennium and suitable for the "Worlds Toughest Yacht Race". He illustrated his keenness to incorporate the ideas of, and the lessons learned by The Challenge Business into his design.

Nick Pike is a young designer who works closely with Rob Humphreys and has interpreted many of our requirements. Nick was also involved in the design of the Challenge 67' yachts used in the British Steel Challenge and the BT Global Challenge.

2. Structural Engineer - Roger Scammell

Roger Scammell of Key Designs, crunches the numbers and calculates how to provide the

strength necessary for the most highly loaded areas of the yacht such as, the chain plates, rudder, skeg, keel and many other areas. As an example the lower rudder bearing is structured to accept an athwartships load of 20 tonnes.

Roger works closely with The Challenge Business team and had considerable input into the Challenge 67' yachts and their fittings. He also designs many of the custom-made deck and rigging components. Roger has an ability to predict the breaking strain of components with unnerving accuracy.

3. Design Engineer - Jim Moore

Jim Moore of Jim Moore Designs, takes the Rob Humphreys hull shape, the Bureau Veritas approved structures, the Builders (Devonport Yachts) production ideas and translate them into computer files (CNC data) which will allow the laser cutting of steel and so produce the complex building kit.

Jim also creates the computer files to allow waterjet and laser cutting of the accommodation kits. The result is steel yachts built within tolerances and levels of accuracy that were previously considered unobtainable. Jim Moore pioneered the development of laser cut self-jigging kits to speed the construction and accuracy of yacht construction and internal fit out.

4. The Challenge Business International Ltd – Andrew Roberts, Project Director and Matthew Ratsey, BT Challenge 2000 Class Project Manager

The design input from The Challenge Business stems from Sir Chay Blyth's unique experience and very positive approach to good seamanship and seaman like design.

Andrew has overall responsibility for the design, construction and maintenance of the Challenge fleet. He produces the design concepts and briefs, and oversees all aspects of the design process.

The Challenge fleet has sailed approximately 1.5 million miles including fifty circumnavigations. The results of careful collecting and collation of data during two Challenge Business round the world races has reinforced many ideas as well as generated new design ideas and features to

improve safety, comfort and performance.

Matthew Ratsey, a young yacht designer, coordinates the output from the other members of the design team, develops ideas, and creates detailed drawings of the yacht and systems and constantly checks the accuracy of the drawings.

Safety Standards, Surveys & Regulatory Bodies

All the Challenge yachts have been built under Bureau Veritas supervision to their highest yacht notation. Subsequently, a rigid regime of regular inspections and surveys developed by The Challenge Business has been conducted by independent Surveyors.

The yachts are designed and fitted out to comply the MCA requirements for unlimited operations (worldwide in high latitudes)

Design approval Bureau Veritas

Certifying Authority – MECAL for MCA

Safety Standards compliance - MCA Cat 0 & Royal Ocean Racing Club, ORC Cat 0

Challenge Business policy for safety at sea

Challenge Business Quality Assurance Programme

The Challenge Business maintains a full and detailed service history of this yacht.

Construction Detail

The yachts were designed to be exceptionally strongly built of steel in order that they could face all that the Southern Ocean might throw at them, with absolute confidence.

Hull – 50A mild steel

Keel - Steel fin & lead bulb

Deck & Coamings - 316 stainless steel, with non-slip TBS pads which have been replaced

Coachroof - GRP Balsa Sandwich

Structural modifications

Outboard bracket in sail room – this is a fixed bench to mount and store 3 engines securely whilst at sea

New watertight hatch in forward collision bulkhead (Herculese deck hatch) allowing easy access to forward compartment.

3 shelves installed in forward compartment to provide additional stowage space

Anchor chain box of aluminium below the windlass, housing 100m chain with lashing points 2008

Throughout the build process of the yachts a high level of technology has been incorporated, for example: the steel hull shell and frames were laser cut by BSD (the laser cutting division of British Steel in the UK). The welding incorporated use of single sided ceramic backed butt welding techniques. The interior wooden paneling was laser and water-jet cut to ensure absolute identical panels on each yacht.

Rig - Bermudan Cutter

Mast & Spars (New 2004) - Atlantic Spars Ltd, Brixham, Devon

Rigging Screws & Terminals (New 2004) - Hercules CSMD; screws and pins tested by manufacturers in 2009.

Standing Rigging (New 2004) - Norseman Gibb Dyform stainless steel wire and 1 x 19 stainless steel wire

Running Rigging (New 2004 & Later) - 7 x 19 wire halyards with Liros Polyester sheets, guys and halyard tails. New dyneema spinnaker halyard 18mm (2014), Liros spinnaker guys and reef lines.

Furling yankee & staysail

New dyneema yankee halyard 18mm (2014).

Hayracks in the boom for stacking the mainsail

Deck Layout & Equipment

The deck layout was designed to be safe, seaman like, efficient and provide as much protection for the crew as practically possible, even in extreme Southern Ocean conditions. The deck hatches are defended from wave action by plinths. Dorade vents keep the accommodation well ventilated even in extreme conditions. The aft cockpit is particularly comfortable and the bridgedeck area ideal for corporate entertaining.

During her circumnavigation, Dee Caffari illustrated that the yachts can be sailed single handed fast, safely and efficiently.

The deck equipment was selected for its efficiency, robustness and ease of maintenance. All the equipment used fully justified its selection and remains in good condition.

Deck Equipment

· Hatches & portholes - Lewmar Ltd & Nemo

· Steering Gear- Edson USA

· Winches & Deck Equipment - Harken USA

· Pulpit, pushpits, stanchions, handrails etc - Hercules CSMD of Dartmouth

Custom Deck Equipment:

· Blocks, jammers etc - Designed by Roger Scammell, Manufactured by Hercules CSMD

· Electric deck wash pump with dedicated sea valve

· Simpson davits which can carry 150kg per leg. Allow 6-man dinghy plus 25hp engine to be stowed or deployed in minutes. Electric or manual lift with remote control.

· Lofrans Project 2000 (2kw) windlass with winch drum. In 2011 the motor and gear was replaced and the unit fully refurbished.

· 100m Chain plus an additional 50m of spare chain. 80m Anchor warp.

· CQR 48kg Main anchor, CQR 34kg kedge anchor, Bruce anchor; with five metres of chain.

· Quicksilver 4.2 metre inflatable with inflatable keel with Mercury 25hp 4 stroke outboard. This dinghy is suitable for 6 people

Electrical

· Power Management Systems - Energy Solutions Ltd (Mastervolt battery chargers)

· Batteries – 6 x Sonnenschein GF12 supplying 600ah for the house bank at 24v 2011, separate lead acid engine and generator start batteries

Mechanical

· Main Engine - Sabre Engines Ltd

· Generator - Northern Lights M673L 5.5Kw

· Engine & Generator Exhaust System - Halyard Marine Ltd

· Watermaker - Aquafresh Ltd 120 litres per hour

· Propeller - 3 bladed (Bruntons Propellers Ltd)

· Accommodation Heater - Mikuni diesel heater with 7 outlets with fan blowers; replaced exhaust pipe plus new insulation (2013).

· Radiator in oilskin locker

Paint, Protective Coatings & Fairing Materials

· International Paints Ltd filler and primer & Awlgrip - topcoat (Berthon 2007)

Rig

· Mast & spar maker - Atlantic Spars Ltd; mast height is 95'/29m, white painted. The boom

was sand-blasted and repainted 2010

· Sailmaker - Hood Sailmakers Ltd

· Standing rigging 2005. Both aft lowers replaced 2010

· Rigging terminals - Hercules CSMD, tested 2009, forestay and inner forestay clevis pins replaced 2010, backstay screws replaced with extended studbar to allow safer/easier removal of backstay

· Dyform standing rigging - Norseman Gibb

· Running rigging - Liros supplied by Seago Yachting, new main halyard dynema 2009, new running backstays dynema 2009

· Mainsail batten system - Bainbridge Sailman 7000 Aquabatten Ltd

· Custom built twin halyard deflector for rope or wire headsail halyards

· Harken furling drums for cutter and staysail stays

· Hayrack system for stowage of mainsail

Rudder & Keel

· Rudder, Skeg & Keel Fin Fabrications(steel) - Hercules CSMD of Dartmouth construction

· Rudder top-hat bearings replaced and shaft re-sleeved 2010

· Lead Bulb - Iron Brothers Ltd

Safety Equipment

· Liferafts - 4 x Zodiac Extrem 6 man SOLAS A with insulated floors and water-sealed cases

· 6 SOLAS neoprene one-sized immersion suits (North Sea winter suits)

· 18 x Crewsaver Ergofit lifejackets (2014).

· EPIRBS - Cannad 406Mhz

· NUC lights

· Watertight Doors - Hercules CSMD of Dartmouth -

Sail Inventory

Dacron sails - Vectran Mainsail (new 2004) - fully battened with Bainbridge Sailman Batten system, Dacron Genoa, Vectran No 1 Yankee, Dacron No 2 & No 3 Yankee, Vectran Staysail, Dacron Storm Staysail & Storm Trysail.

Spinnaker - 2000 1.5oz unbranded; asymmetric spinnaker (white with top snuffer)

Mainsail cover - 2009 and little used

Code zero - Blue Herculese furler

Accommodation

The Challenge Fleet were designed to be self-sufficient and have adequate stowage to enable them to stay at sea for up to 55 days in any part of any Ocean. The Challenge races have illustrated the yacht's ability to do this with a surprising degree of comfort, in absolute safety. A multitude of handrails & pillars allows safe movement below decks. The saloon is light, airy and dry with good ventilation, which enables food to be prepared in tropical or Southern Ocean conditions in the galley. The comfortable seating area has fabric upholstery.

The eighteen berths are situated in 3 cabins. All berths have high leecloths for security at sea and comfort at any angle of heel. A box stowage system enables dry and orderly stowage of clothing and personal belongings in each cabin. Each cabin has a cowl vent and hatch/skylight.

Accommodation from Forward to Aft

Sail room:

The sail room is situated aft of the collision bulkhead and the full inventory of sails can be stowed

here together with all the warps, fenders, sheets and guys. The main & kedge anchors together with their associated chain and warps are also securely stowed in this compartment. A central passageway runs aft from the sail room to the deckhouse.

Head & Shower Compartments:

Head/shower compartments are situated on either side, each with Exalto Rheinstorm Y4 toilet, washbasin and shower.

Forward Cabins:

Mirror image cabins are situated aft of the heads compartments. Each has two berths and box stowage racks.

Saloon:

The whole crew can be seated around the saloon table. Stowage areas and cupboards are arranged outboard and below the comfortable seating.

Chartroom/Deckhouse:

The navigation & communication equipment is situated around the full size chart table, facing aft behind the main saloon.

Drying/Oilskin Room:

With hanging/drying space for a full compliment of foul weather gear, watermaker and fuel day tank.

Cabins:

18 berths in 5 cabins. All berths have very high leecloths for security at sea. A box stowage system enables dry and orderly stowage of clothing and personal belongings. A 200 litre deep freeze chest with 4” insulation is fitted in a berth space in the starboard mid cabin. 2 x Frigoboat compressors cool 2 Frigomatic evaporator plates. There is an additional 180 litre cool box which could be converted into a second fridge or freezer. The current arrangement provides frozen food for 16 people for 5 weeks. Matrix fans are fitted throughout the accommodation space.

Saloon:

The whole crew can be seated around the saloon table. Stowage areas and cupboards are arranged outboard and below the comfortable seating.

Galley:

A gimbaled 5-burner domestic size Calor gas hob is mounted in a custom-made stainless steel housing. Substantial fiddles allow safe preparation of food at sea in virtually any conditions. A separate Calor gas oven is mounted at the forward end of the proper sea going galley.

Mechanical & Electrical Systems

Mechanical

All the mechanical systems are robust with good access to permit easy and efficient maintenance both at sea and in harbour. The equipment was chosen for reliability and long service life.

· Main Engine - 130 hp (96kW) Sabre Perkins M130C 6 cylinder naturally aspirated diesel. Full engine overhaul including new injectors, starter motor, alternator, hoses, lift pump, fresh water pump, drive plate and engine mounts 2007 – and ongoing

· PRM 750 gearbox with additional soft change accumulator to prevent a clunk when moving into gear 2007

· Morse cables, throttle lever and assembly 2009

· Fuel lines replaced 2008

· Vetus twin cartridge primary fuel filter 2009

· Additional engine start and stop plus rev-counter at helm position 2009

· Propeller - 3 bladed fixed propeller 2010, the original Bruntons Autoprop is in full working condition with new boss and bearings 2011 and is stored onboard as a spare

· Ambassador rope cutter on shaft 2009

· Propeller shaft replaced 2010

- Deep water seal on the shaft 2010
- Generator - Northern Lights 5.5 Kw
- Heater - Mikuni diesel heater
- Underwater valves all replaced with stainless steel 2010
- Aquafax bow thruster tube (6mm steel) with debris cage 2008
- All tank lid gaskets replaced 2009

Electrical

All the electrical wiring together with the switch panels and fittings are of high quality for reliability and safety. The major cable runs are easily accessible with no wiring below the cabin soles. The major systems are all 24 volts.

- Batteries - Sonnenschein gel batteries. 6x200 amp hour with 12v generator start battery (2011) and 24v engine start battery (2013).
- Switch Panels - Energy Solutions electrical panels with Carling circuit breakers, ammeters and voltmeters.
- Electrical Standards - Bureau Veritas approved cabling and components.
- Inverter - Victron Pheonix 24v input 3KW output (enough to run vacuum cleaner, power tools, charge professional camera equipment etc.. 2011
- Shore power with isolation transformer

Alarms

- Gas alarm with additional ED210 gas detector with above and below deck alarm 2009
- Heat alarm
- 2x smoke alarm
- Fwd and aft bilge level detectors and additional bilge alarm in sail room 2008

· Manual and Electric bilge pump

Navigation & Communication Equipment

· Ships Onboard Instrumentation - Brookes & Gatehouse Hydra System with KVH gyro stabilising compass, four 20/20's, two full function displays and two 360^0 wind direction. New mast wiring 2010

· Suunto pedestal compass 2010

· GPS - C A Clause Ltd LYCA MX400 & B&G 12 PLUS

· Satellite Communications - Thrane & Thrane Inmarsat Standard C Terminal TT3020C

· VHF - Shipmate RS8400 25 watt+ VHF radio new mast wiring 2010

· Sea Me arial 2010

· Hand Held VHF - 2x ICOM Hand Held VHF's ICM 31

· GMDSS - ICS Electronics Ltd

· 2 x Conrod GMDSS/SSB whip aerial

· SSB - ICOM 150 watt HF radio ICM710 GMDSS

· Radar - Raytheon RL80C PATHFINDER (MARPA) radar

· Battery Monitoring Equipment - Victron Energy BMV 501

· Satellite Communications equipment - Motorola IRIDIUM Voice and email

· Computers - 2x marine grade ACER PCs to run navigation/sat coms software 2007

· MaxSea version II navigation system 2009

· Comar SCB 200 Class B AIS send/receive overlaid onto MaxSEA 2008

· Stereo - Sony CD/Radio with internal and external speakers

· Custom built autopilot with drive and etc.. situated in cockpit

· Overhead projector with DVD and entertainment system projecting onto the white bulkhead at the forward end of the main saloon 2008

Items for sale by separate negotiation

New Atlantic Spars mast in 3 sections

Spare boom

Spare rigging screws

History of Challenge 72 Yachts

12 yachts were built for the 2000/01 BT Global Challenge and all of them successfully completed the 10 month westabout circumnavigation.

During the autumn of 2003 they underwent a series of detailed surveys and inspections. Whist the yachts and all their systems/equipment were found to be in exceptionally good condition, they underwent a major refit. The 12 yachts set off on their second circumnavigation in October 2004 and again all of them successfully completed the 10 month westabout circumnavigation.

The refit amounted to a virtual rebuild with all the systems and equipment being replaced. This included new plumbing, wiring, engine, generator, batteries, pumps, deck equipment, steering gear, mast, spars, rigging and sails. Exactly the same amount of equipment and components were supplied to the “original yachts” for their refit as for the new yacht build. Shot blasting and repainting further ensured that the yachts were returned to 'as new condition'. As a result it was virtually impossible to identify from which build period each yacht originated. The specification was identical to the newly built yachts, as was their structural and cosmetic condition.

Conclusions

The Challenge 72' Class yachts have proven themselves to be out standing yachts; they are probably the strongest and most seaworthy fleet ever to have raced around the world.

The yachts have an almost legendary reputation for their performance in difficult conditions, comfort at sea and confidence inspiring ability. Their strength and ability also makes them ideal for high latitudes and gives almost unique access to many places that are inaccessible by other means.

The design lends itself to a wide variety of uses as well as Ocean Racing. The deck layout and accommodation makes the yachts suitable for corporate entertaining, adventure sailing,

chartering and private use. The accommodation layout could be economically and quickly changed by virtue of the fact that the bulkheads do not penetrate the cabin soles.

The Challenge 72' class yachts quality equipment and sound engineering ensures reliability and low maintenance costs. The frequent and stringent regime of surveys and inspections has illustrated that well built and maintained steel yachts can race around the world at least twice in the worlds toughest yacht race and still remain in Bureau Veritas highest notation.

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

Andrey Shestakov
ShestakovYachtSales.com/en
Tel: +1(954)274-4435 (USA)
andrey@shestakovyachtsales.com


polar bear


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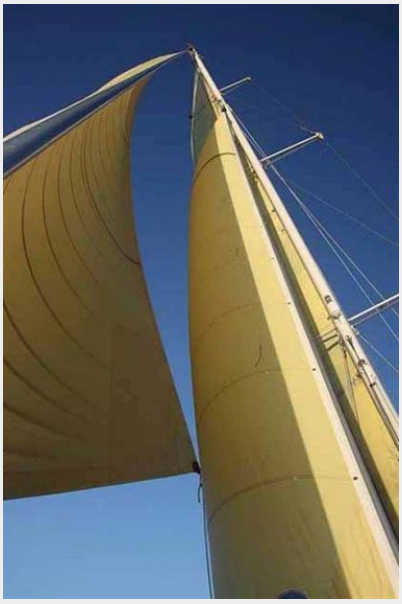
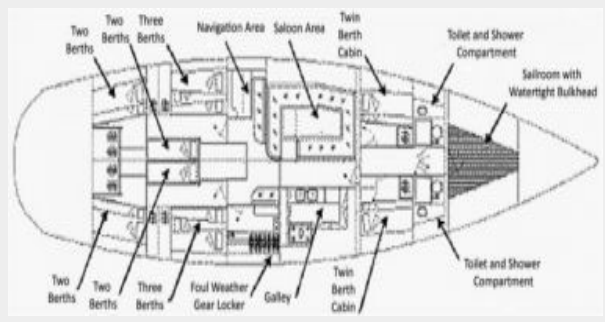
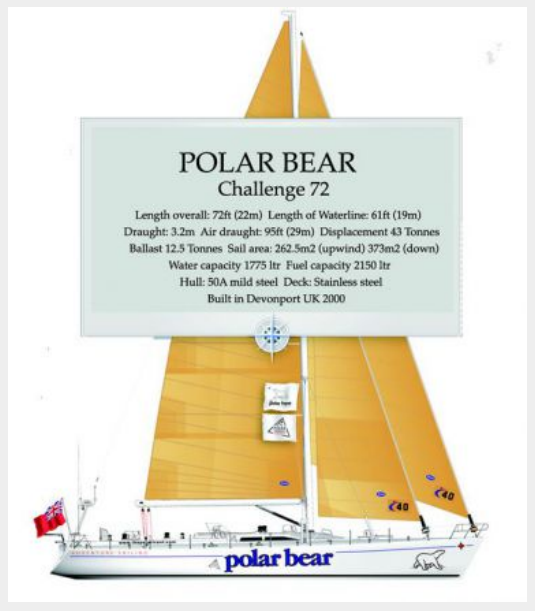
Andrey Shestakov
ShestakovYachtSales.com/en
Tel: +1(954)274-4435 (USA)
andrey@shestakovyachtsales.com


bear




Two Berths
Two Berths
Three Berths
Navigation Area
Saloon Area
Twin Berth Cabin
Toilet and Shower Compartment
Sailroom with Watertight Bulkhead
Two Berths
Two Berths
Three Berths
Foul Weather Gear Locker
Galley
Twin Berth Cabin
Toilet and Shower Compartment


POLAR BEAR
Challenge 72
Length overall: 72ft (22m) Length of Waterline: 61ft (19m)
Draught: 3.2m Air draught: 95ft (29m) Displacement 43 Tonnes
Ballast 12.5 Tonnes Sail area: 262.5m2 (upwind) 373m2 (down)
Water capacity 1775 ltr Fuel capacity 2150 ltr
Hull: 50A mild steel Deck: Stainless steel
Built in Devonport UK 2000
polar bear

CONTACTS

Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

Contact details

Email: **andrey@shestakovyachtsales.com**

Web: **shestakovyachtsales.com/en/**

Telephones

USA: **+1(954)274-4435**

Office hours

Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

Address

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