

FLY — CONTEST



Судостроитель: CONTEST

Год постройки: 2007

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United Kingdom

Длина общая: 44' 9" (13.64m)

Ширина: 13' 3" (4.04m)

Мин. осадка: 6' 4" (1.93m)

Крейс. скорость: 7 Kts. (8 MPH)

Макс. скорость: 9 Kts. (10 MPH)

Купить **FLY — CONTEST** 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 **FLY — CONTEST** 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

Much swifter than previous-generation Contests, FLY is a joy to sail in all wind conditions. With absolutely no compromises made to the legendary Contest build-quality, she is as close to the perfect 45ft cruising yacht as it is possible to get.

Основная информация

Тип судна: Крейсерская яхта

Модельный год: 2007

Год постройки: 2007

Страна: United Kingdom

Размеры

Длина общая: 44' 9" (13.64m)

Длина по ватерлинии: 38' 4" (11.68m)

Ширина: 13' 3" (4.04m)

Мин. осадка: 6' 4" (1.93m)

Скорость, вместимость и масса

Крейс. скорость: 7 Kts. (8 MPH)

Крейсерская скорость поворота: 2000 Kts.

Макс. скорость: 9 Kts. (10 MPH)

Макс. скорость поворота: 2500 Kts.

Водоизмещение: 29762.40537 Pounds

Вместимость воды: 125.4817247 Gallons

Вместимость сточного бака:
22.45462442 Gallons

Объем топливного бака: 92.4602182
Gallons

Размещение

Всего кают: 2

Всего коек: 6

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: GRP

Материал палубы: Teak

Дизайнер корпуса: Georg Nissen

Информация о двигателе

Двигатели: 1

Производитель: Yanmar

Модель: 4JH4-TE

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Construction

Overall Measured Length: 44'10" inc. 1'3" pulpit; beam 13'6"

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – "Ocean"

Hull, Deck & Superstructure Construction:

- Hull in end-grain balsa sandwich, vacuum infused composite with the Conyplex vacuum infusion system
- Laminate consisting of: quadraxial and biaxial E-glass for inner and outer skins, infused with vinylester resin.
- Local unidirectional E-glass reinforcements
- Solid laminate in structural areas like the keel area
- First layer after gelcoat is a special barrier coat of Isophthalic resin, providing extra osmosis resistance
- Structural bulkheads fully laminated to hull and deck
- Topsides Awlgrip finish in Majestic (dark) Blue with silver striping and double waterline stripe
- White gelcoat to superstructure
- Toe rail capping with integrated rubbing strake.
- Structural bulkheads in sandwich foam core GRP, fully laminated to hull and deck.
- 12mm teak vacuum-laid deck including bathing platform, toe rail capping, cockpit seats, cockpit sole and teak trimming around the cockpit.

Keel & Rudder:

- Lead performance keel with bulb

- Keel bolted through solid laminate using stainless steel bolts
- Keel girders in sandwich (PVC foam core), vacuum infused composite with the Conyplex vacuum infusion system
- Fully balanced composite spade rudder
- Fibre orientated rudder laminate, vacuum infused composite with the Conyplex vacuum infusion system
- Aluminum rudder stock and JEFA bearings.

Machinery

Engine & Gearboxes:

- 1 x Yanmar 4JH4-TE 75hp 4-cylinder turbo-charged marine diesel engine.
- Saildrive gearbox
- Fresh water cooling via raw water intake and heat exchanger
- De-bug fuel filter
- Single lever throttle control on steering pedestal
- Engine control panel in cockpit with rev counter, oil pressure, water temperature and charge alarms
- SEPAR water separator and fuel filter
- Accoustic and visual 'water in fuel' alarm
- Water-cooled exhaust with double water lock
- Engine room insulated with combined drone and sound absorbing insulation and ventilated by electric ventilator

Maintenance & Performance:

- Engine hours: Approximately 1,221.7 as at June 2015
- Engine serviced annually by Yanmar agents
- Cruising speed: approx 6.3 knots @ 2,000 rpm

- Maximum speed: approx 8 knots @ 3,000 rpm
- Fuel consumption at cruising speed: approx 3 litres per hour
- Theoretical range @ cruising speed: approx 700 Nm

Electrical Systems

Voltage Systems:

- 24vDC & 12VDC domestic systems with 230vAC from shorepower or generator

Battery Banks:

- 1x 54Ah 12vDC Optima 1050S red top engine start battery
- 6x 85Ah 12vDC Mastervolt gel service batteries joined in parallel and series to supply 255Ah @ 24vDC

Battery Chargers / Inverter:

- Mastervolt intelligent battery charger with integrated inverter

Alternators:

- 80Amp 12vDC alternator for charging engine battery
- 75Amp 24vDC alternator for charging service battery bank

Generator:

- Mastervolt Whisper 3.5kva generator
- Generator serviced annually by Mastervolt agent
- Generator hours: Approximately 185 as at 25/09/12

Shore Power:

- 230vAC shore power system with 25m cable, CE connector and earth trip switch

Other Electrical:

- 230vAC sockets within cabin areas
- 12vDC sockets at chart table and cockpit

Plumbing Systems

Fresh Water & Water Heating System:

- Pressurised fresh water system via 24vDC pressure pump
- Hot water generated by engine-driven calorifier in stainless steel 40 litres hot water tank or via 230vAC immersion heater element.
- Fresh water manual foot pump in galley.

Watermaker:

- Schenker watermaker 60M24 24vDC reverse osmosis watermaker producing approximately 60 litres per hour.
- Watermaker hours as of August 2012 – approx 40 (tbc)

Bilge Pumps:

- Electric bilge pump in keel sump with manual override switch
- Additional hose connection for bilge pump to allow access to other bilge areas around the yacht
- Manual bilge pump.

Grey/Blackwater:

- Showers discharge via 24vDC pumps
- Grey water discharges to collection tank in bilge with automatic discharge pump

- Blackwater discharges to holding tanks

Other plumbing:

- Hot & cold pressurised transom shower
- Pressurised deck wash with fresh and salt water supplied

Tankage

Fuel:

- 350 litres (77 gallons)
- Electric tank level meter

Fresh water:

- 475 litres (105 gallons)
- Electric tank level meter

Blackwater holding tanks:

- Holding tanks on both fore(40 litres) and aft heads (45 litres)

Navigation Equipment

In cockpit:

- Raymarine ST7001 autopilot with S3G Smartpilot course computer and electric rotary drive
- Raymarine E80 slave repeater for radar/chart plotter
- Raymarine ST60 Wind, Speed, Depth, Wind & CH Wind displays
- Raymarine ST60 multiview display
- Suunto steering compass on binnacle

At Chart table:

- Raymarine E120 colour radar/chart plotter with mast-mounted closed-array digital radome scanner
- Raymarine S100 wireless autopilot control
- Comar AIS receiver
- Raymarine ST60 multiview display
- Nasa Weatherman with dedicated antenna
- ICS Nav 6a Plus navtex system
- Seataalk NMEA interface with serial output
- Clock & barometer
- Digital barometer

Communications Equipment:

- Raymarine Ray 240E VHF with DSC with additional handset for cockpit and external speakers
- SSB preparation for backstay including insulated backstay and earthing plate
- Multi-function masthead aerial

Domestic Equipment

Galley:

- Twin sinks.
- Single lever mixing tap.
- Force 10 gimballed 3-burner gas cooker with oven & grill.
- Vitrifrigo 230 litres 24vDC front-opening stainless steel fridge/freezer (dual compartment)

Heads/Showers:

- 24vDC electric flush heads in aft ensuite

- Jasbco manual marine heads in forward heads
- Showers in both heads compartments
- Transom shower

Heating & Ventilation:

- Webasto Airtop 3500 diesel-fired hot-air cabin heating (2x units) with outlets throughout interior
- Lewmar opening deckhead hatches throughout including front-opening decksaloon central window
- Gebo opening sideports

Entertainment:

- JVC Radio/CD with MP3 input with speakers in cockpit and main saloon.
- IPOD connection

Lighting:

- Deckhead mounted halogen lights throughout
- Reading lights in accommodation cabins
- Chart lamp in navigation area.

Accommodation

Summary of Accommodation:

- Two double cabins plus further 2 settee berths in saloon
- Lee cloths fitted for all berths including saloon bunks
- Teak joinery throughout
- White Corian counters in galley and heads
- Pale blue Alcantara upholstery throughout

- Teak & holly soleboards
- Cream vinyl padded headlinings to deckhead and exposed hull sides
- Cream roman blinds or curtains for side-ports
- Skyscreens for opening deckhead hatches with mosquito nets

Description of layout:

- Forward cabin.
- Forward heads.
- Saloon.
- Chart table.
- Galley.
- Aft cabin.
- Aft heads.

Deck Equipment

Rig:

- Selden aluminium alloy spars
- Keel-stepped mast-head-rigged spar with 2 sets of swept-back spreaders
- Selden hydraulic stowaway inmast furling system for mainsail
- Selden rod-kicker with gas-ram adjustment
- Furlex 400S genoa furler
- Removable inner forestay with checkstays
- Harken mainsheet system with track and dedicated winches to port & starboard
- Jammers for mainsheet
- Stainless steel wire standing rigging - 2007
- Holmatro hydraulic adjustable backstay

- Jib fairleads on roller bearings adjustable from cockpit
- Selden aluminium alloy spinnaker pole vertically mast-mounted with adjustable track, topping lift, guy, sheets and blocks

Winches:

- 2x Lewmar 54SEST 2-speed self-tailing electric primary winches in cockpit
- 2x Lewmar 46SST 2-speed self-tailing mainsheet/checkstay winches in cockpit
- 2x Lewmar 46SST 2-speed self-tailing manual halyard winches on mast

Sails:

- North Sails Vertech Nordac vertically-battened stowaway inmast furling mainsail - 2007
- North Sails Nordac/Spectra furling Jib - 2007
- North Sails 131m2 nylon yellow cruising chute with snuffer – 2007
- Hood Sails Dacron orange storm jib (unused but pre-2007)
- *Sails valeted 2011 by North Sails - Croatia*

General:

- Stainless pulpit and pushpit with folding teak seats
- Mid ship gates.
- Bow stern and mid ship cleats.
- Boarding ladder stern.
- Cockpit table
- Drinks-holders on pedestal
- Nemo 2m folding passarelle
- Large bow locker and two lazarette lockers

Anchoring & Mooring Equipment:

- Simpson Lawrence Sprint 1500w 24vDC windlass
- 25kg Delta anchor with 70m galvanised 10mm chain
- Kedge anchor with weighted line and roller at transom
- Fenders & warps

Covers, Canvas & Cushions:

- Sprayhood on stainless steel frame with Elk hide-covered grab rails and zip-opening window
- Bimini with window and sun cover
- Covers for bimini and sprayhood
- Canvas covers for wheel & binnacle, winches, outboard engine and deckhead hatches
- Rocon UV cover for genoa

Tender:

- Avon 2.8m inflatable dinghy
- Honda 2hp 4-stroke outboard engine
- Outboard bracket on pushpit

Safety Equipment:

- McMurdo 406Mhz Epirb
- Avon 6-man canister liferaft mounted within pushpit cradle - serviced 2012
- MOB recovery sling
- 2x Horseshoe buoys with lights
- Webbing jackstays
- Electric gas solenoid

- Cyclops 2 radar reflector
- Strobelight combined with standard tricolour masthead light
- Anchor light

Fire-fighting equipment:

- Fire extinguishers throughout

Note: Extensive on board spares package plus full compliment of manuals for all systems

Owner's Comments

I have sailed from the age of 10 and progressed through racing dinghies and windsurfers to racing offshore and then cruising. We started cruising further afield in 1989, firstly in a Hallberg Rassy 36, then for 14 years in a Bowman 40.

After very carefully considering everything available in the market we decided to commission Contest Yachts to build *Fly* for us and we took delivery in April 2007. Our choice was influenced by her sailing qualities (I used to be a racer!), quality of construction, layout and design.

After a test sail in Holland we were convinced and worked closely with Contest to build the perfect cruising boat for us – two good cabins with a mass of space for four, a generator, water maker and two holding tanks as well as generous fuel and water tankage so we would not need to spend our time in marinas, extra chain for safe anchoring and a good sail handling system so she could easily be sailed by the two of us.

With the benefit of hindsight we would not have changed anything. After one season in the English Channel and the Bay of Biscay we headed for the sun. In 2008 we sailed the 3,000 miles to Dubrovnik via Biscay, Gibraltar, Balearics, Sardinia, Sicily and southern Italy. Since then we have enjoyed cruising north as far as Venice and south as far as Ionian Greece.

Fly stays cool in hot weather, heats up in minutes in cold weather (she has two heating units). She sails when others are motoring and copes well with harsher conditions - her big mainsail is

reefed at the press of a button and the 'blade jib' is easy to tack. Her wonderfully uncluttered teak decks are a joy to work on and perfect for sunbathing. She is remarkably dry to sail and we do not even carry a set of oilskins on board!

Broker's Comments

Having successfully brokered the sale of their previous Bowman 40, we are all too well aware of the fastidious approach to maintenance and presentation that FLY's owners covet so greatly. We expect FLY to be no different.

As one of the first 'new generation' Contest Yachts, designed & constructed under the watchful eye of, and personally signed-off by Arjen Conijn, the Grandson of Contest's founding father and current managing director of the company, FLY simply had no option but to be '100% perfect' out of the box, especially as she was due to be displayed at the prestigious Dusseldorf Boatshow.

Specified to allow for comfortable long-term liveaboard sailing (her owners are often aboard for up to 2 months at a time) in warm climates, FLY boasts everything a discerning yachtsman could require. With the benefit of plenty of prior experience with Med-based yachting, her owners knew what was needed, but perhaps just as importantly, knew what wasn't. The end result is a fully-equipped yacht that never feels overloaded or cluttered either above or below decks.

Much swifter than previous-generation Contests, FLY is a joy to sail in all wind conditions. With absolutely no compromises made to the legendary Contest build-quality, she is as close to the perfect 45ft cruising yacht as it is possible to get.

Now offered for sale as her owner's are planning a change of emphasis to smaller boat sailing with their grandchildren, she is presented in 'turn key' condition from her berth in Croatia with the possibility of a continued berthing arrangement should her new owner wish to continue her Balkan and Eastern-Med adventures.

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.

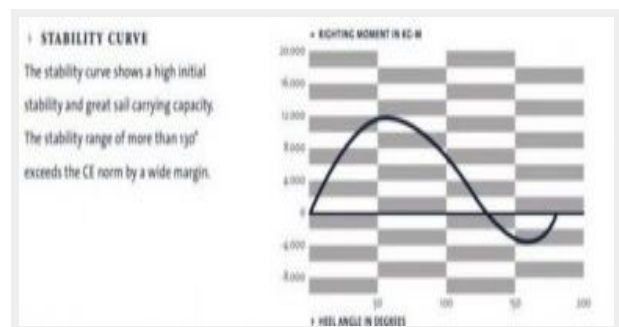
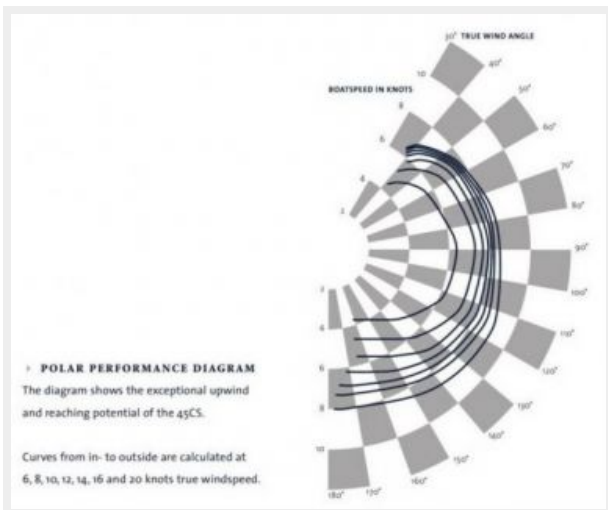
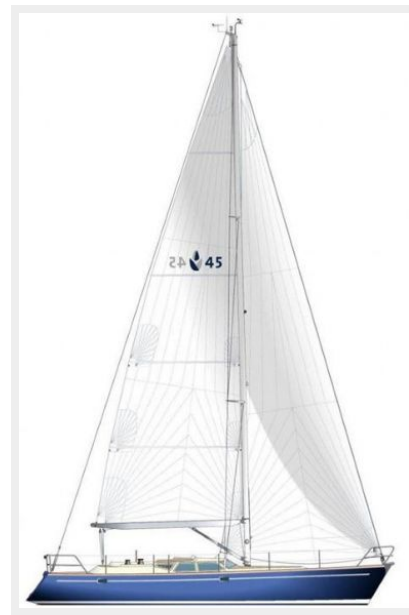
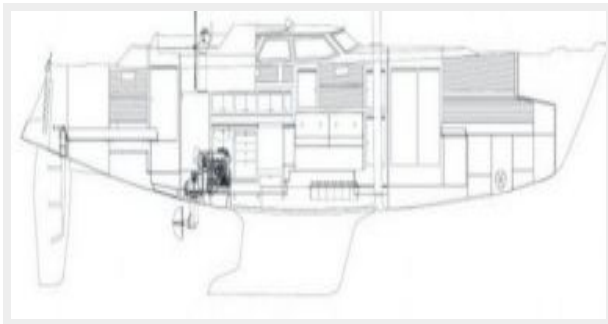
ФОТОГРАФИИ











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