

## PAULA ROSA — SEAWAY



**Судостроитель:** SEAWAY

**Год постройки:** 2008

**Модель:** Крейсерская яхта

**Цена:** **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

**Местонахождение:** Spain

**Длина общая:** 78' 8" (23.98m)

**Ширина:** 17' 6" (5.33m)

**Мин. осадка:** 8' 3" (2.51m)

**Макс. осадка:** 13' 2" (4.01m)

**Крейс. скорость:** 7 Kts. (8 MPH)

**Макс. скорость:** 10 Kts. (12 MPH)

Купить **PAULA ROSA — SEAWAY** 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 **PAULA ROSA — SEAWAY** 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

Astonishing sailing yacht from J&J, the flagship of the Shipman series, maintained to the enth and perfect for express worldgirdling in total comfort.

## Основная информация

Тип судна: Крейсерская яхта

Модельный год: 2008

Год постройки: 2008

Страна: Spain

## Размеры

Длина общая: 78' 8" (23.98m)

Длина по ватерлинии: 71' 8" (21.84m)

Длина палубы: 0' 0" (0.00m)

Ширина: 17' 6" (5.33m)

Мин. осадка: 8' 3" (2.51m)

Макс. осадка: 13' 2" (4.01m)

Трапы: 0' 0" (0.00m)

Длина привального бруса: 78' 8" (23.98m)

## Скорость, вместимость и масса

Крейс. скорость: 7 Kts. (8 MPH)

Дальность на крейсерской скорости: 1400

Макс. скорость: 10 Kts. (12 MPH)

Водоизмещение: 88184.9048 Pounds

Вместимость воды: 317.0064624 Gallons

Объем топливного бака: 422.6752832 Gallons

## Размещение

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Всего кают: 4

Всего коек: 8

Всего ком. состава: 4

## Корпус и палуба

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Материал корпуса: Carbon Composite

Материал палубы: Teak

Отделка корпуса: Stainless Steel

Дизайнер корпуса: J&J Design

Дизайнер интерьера: Rhoades Young

## Информация о двигателе

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Двигатели: 1

Производитель: Yanmar

Модель: 4LHA

Тип двигателя: Inboard

Тип топлива: Diesel

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# ПОДРОБНОЕ ОПИСАНИЕ

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## Broker's Comments

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PAULA ROSA is a lightweight mini super yacht capable of cruising effortlessly at over 17 knots. Her accommodation is beautifully designed, providing an impressive owner's stateroom forward and two more guest cabins aft; accommodation for a crew of two or three completes the sleeping accommodation

Her interior is light and airy with a fantastic saloon at deck level giving marvelous all round views when at anchor, alongside or spectacularly sailing.

## Owner's Comments

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An extensive refit was undertaken during the winter of 2011-2012 in Palma Mallorca. This included – a repaint of the mast in Awlgrip clear coat, painting spreaders Awlgrip Black; a full topside paint job of Awlgrip in Medium Grey with Black cove and boot top. Installation of new generator Northern Lights 16KW, an new updated navigation system being Simrad NSO and Broadband Radar, then a start to 2012 with new main sail, Jib and staysail 3DL North sails.

The PBO and rig services are up to date and have been completed at required intervals by Future Fibers and Hall Spars; the PBO does not need service until 13/10/2015. The rig was down in January 2014 for a Keel service, and once again all components were dismantled, checked and serviced.

The lifting keel had its bi-annual service this January; the works were carried out in Palma de Mallorca. PAULA ROSA is now back afloat and has been re-commissioned for the season.

PAULA ROSA has been a very solid, reliable & high performing sailing yacht for 3 Mediterranean seasons and 2 Caribbean seasons during this ownership, with only private family use - not charter. She has reached speed's of up to 23 knots and been sailed professionally and with a high pedigree of seamanship at all times. She has had a professional & seasoned full time crew employed at all times.

PAULA ROSA is fully functional ready to sail.

*Note: The tender is very easily stowed - lifted with halyard to stow alongside out of water near bow when in harbor or at anchor; and for sailing it is stowed in the transom - winched in via onboard framework. This is a one person job.*

## Construction

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*RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – “Ocean” (or Cat B – whichever is appropriate)*

*Hull, Deck & Superstructure Construction:*

- Carbon composite foam sandwich.
- Fully laid teak decks on ring deck, in the cockpit & on the transom.

*Keel & Rudder:*

- Twin JP3 rudders full carbon.
- Hydraulic lifting keel powered by Max Power; operating 3 x rams. The first for the locking pin, the second for the vertical ram (up and down) and the third a hydraulic bracing ram, when the keel is fully deployed.

## Machinery

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*Engine & Gearboxes:*

- 1 x Yanmar 4LHA 240hp diesel engine.
- ZF 220 gearbox.
- Racor (Double System) fuel separator and filters.

*Maintenance & Performance:*

- Engine Hours: c. 2,955 as of 02/05/2014.

- Cruising Speed: 9 knots.
- Economical Cruising Speed: 7 knots.
- Maximum Speed: 10 knots.
- Fuel Consumption: 10 litres/hr.
- Range: 1,400nm.

#### *Propulsion & Steering:*

- 50mm Stainless steel – Varifold 4-bladed Brunton & spare Gori propeller.
- JP – 2 x Carbon wheels, direct chain and cable (Dyneema).
- B&G rudder angle indicator.
- Max Power 30hp (Hydraulic, Retractable) bow thruster.

#### *Other Mechanical:*

- Total hydraulic fluid capacity of 50 litres.

## **Electrical Systems**

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#### *Voltage Systems:*

- 220v Electrical circuit.
- 2 x Double 220v AC sockets in galley.
- 6 x 220v AC sockets in owner's cabin.
- 1 x 220v AC socket in owner's heads compartment.
- 5 x 220v AC sockets in saloon.
- 1 x 220v AC socket in starboard guest cabin.
- 1 x 220v AC socket in starboard guest heads compartment.
- 1 x 220v AC socket in port guest cabin.
- 1 x 220v AC socket in port guest heads compartment.



- 2 x Double 220v AC sockets in crew cabin.

#### *Battery Banks:*

- 4 x 12v 160 AH AGM house batteries, in a sealed battery box in the owner's cabin
- 12v 75 AH main engine start battery in the engine room
- 12v 75 AH generator start battery in the engine room.
- 12v 55AH Emergency battery in the engine room.
- 4 x 150 AGM hydraulic batteries in the engine room.

#### *Battery Chargers:*

- All Mastervolt - 1 x service, 1 x engine and 1 x emergency radio charger.
- 2 x Mastervolt inverters for hydraulics and Ship's services @ 2000 watts.

#### *Alternators:*

- Engine has 130 amp 24v alternator, plus standard 12v alternator; which charges the main engine, house and hydraulic battery banks.
- The generator battery can be paralleled to start the main engine in emergencies.

#### *Generator:*

- Northern Lights 16kW generator.
- Generator Hours: c. 2,293 as of 02/05/2014.

#### *Shore Power:*

- 2 x 50 amp cables; on cockpit port side aft.

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## **Plumbing Systems**

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### *Fresh Water & Water Heating System:*

- Calorifier with a total capacity 40 litres, with a 220v immersion heater.

### *Water-maker:*

- Spectra water-maker; producing 155 litres per hour.

### *Bilge Pumps:*

- 2 x Automatic pumps in each bilge, with high water alarm. There are 7 x stations – lazarette, engine room, forward engine room, 2 bilges in the owner's cabin, forward lazarette.
- Additional Jabsco bellows bilge pump with wander facility.

## **Tankage**

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### *Fuel:*

- Total capacity of 1,600 litres in 2 x stainless steel tanks & 1 x stainless steel day tank.

### *Fresh water:*

- Total capacity of 1,200 litres in 2 x stainless steel tanks.

### *Grey/Black-water holding tanks:*

- 4 x Polycarbonate black-water tanks @ 50 litres, connected to deck and overboard, for each heads.
- There are separated sumps for grey-water which discharge overboard direct.

## **Navigation Equipment**

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- 2 x Suunto magnetic compasses (2008).
- B&G 3000 gyro compass (2008).
- B&G 3000 automatic pilot with spare pump plumbed in (2008).

- B&G 3000 log (2012).
- B&G Echo sounder with forward looking sonar (not currently in use).
- Simrad broadband radar with AIS (2012).
- Simrad GPS (2012).
- Simrad NSO chart table and cockpit chart plotter (2012).
- Navtex weather fax (2008).
- B&G 3000 wind instruments (2008).
- Fleet 33 Simrad satcom (2008).
- Simrad VHF handsets; 1 x at navigation station, 1 x at helm (2012).
- External antenna for wireless LAN; for picking up and boosting of external WLAN (2008).
- Security enabled LAN ties into Fleet 33, Wi-Fi and yacht's wireless LAN (2008).
- 1 x Dell PC at navigation station (2008).
- 1 x Dell PC in owner's cabin (2008).
- 1 x Printer (2010).

## Domestic Equipment

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### *Galley:*

- Fully gimballed Force 10 gas cooker, 4 burners with oven and grill.
- Stainless steel double sink.
- Electronic gas alarm/cut off control.
- 1 x 120 litre fridge - front opening, 24v, air cooled.
- 1 x 120 litre 4 drawer freezer - front opening, 24v, air cooled.
- 1 x 140 litre under floor fridge or freezer – with 2 x elements allowing flexibility to either chill or freeze, 12v, water cooled.
- 1 x Dry store, which can be converted to an oilskin locker if preferred, it has dedicated drainage.
- Siemens 900w microwave.

- Miele 4-speed extractor, plus light and delayed shut off.
- 1 x Deck port opening in galley.

#### *Heads/Showers:*

- WC's: Tecma – Electric.

#### *Heating & Ventilation:*

- Condaria air conditioning system; 10 x Air handlers, individual controls in each cabin and in the saloon.

#### *Entertainment:*

- 26" Pop up television in saloon.
- 26" Fixed Sony television in owner's cabin.
- Bose DVD player – central system.
- Stereo Music System (All Cabins) – Owner's Cabin, iPod docking, 2 x Bose speakers; Guest Cabins, Bose Roommate plus iPod docking; Crew Cabin, Bose Roommate plus iPod docking; Saloon, 5 x Bose speakers in saloon plus bass.

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## **Accommodation**

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The interior of PAULA ROSA is executed in Sycamore, with Teak, material and leather trim. The sole boards are teak and ebony. The yacht feels light, airy and spacious down below.

#### *Description of layout:*

There is a large sail locker; which is separated from the crew accommodation by a watertight door.

The crew's quarters have the potential of 3 berths; a double upper bunk and single lower bunk. There is an iPod docking station, B&G GFD repeater and ample storage. The cabin is air-conditioned.

Aft of the crew's quarters is the crew heads with scrubbed teak floor, WC, basin and shower. Access may be gained to the owners' stateroom from this heads compartment via a watertight door.

The owner's stateroom is spacious, airy, light and perfected for extended time onboard.

From the watertight bulkhead door you walk into a lobby area that is forward and port from the main cabin space. This "lobby" has wash-basin on port side, to starboard is a seat unit and doors to a heads compartment with WC and to a separate shower compartment.

From this area you walk into the main stateroom, with a large sofa to port, (which can convert into a sea berth with lee cloth) and which houses excellent stowage areas. The owner's double berth is offset to starboard and also has lee cloths.

A particular feature of the owner's stateroom is the enormous amount of storage available, under the berth, sofa and in a selection of cupboards and hanging lockers aft; which are Cedar lined. There is even a wine store beneath the owners' berth.

The cabin is fully air-conditioned with the AC venting from the deck head. There are 2 x deck hatches with an Oceanair blackout/fly screen combination, and halogen reading lights. There is a desk area at the aft starboard area of the cabin with flat screen television, PC, iPod dock and FM radio. The sat phone is also located here.

From the owner's stateroom, steps lead up and aft to the Main Saloon.

The main saloon is a genuine "deck saloon" with 360 degree vision from all points. Again there is a vast amount of storage under the seating area, behind settees, in lockers and down in the bilge.

To port there are 2 x comfortable armchairs on a raised plinth with a stowage unit table between them (this also houses a retractable 26" flat screen television). Forward of the seats a unit is used

for book stowage.

To starboard there is generous seating around the dining table for 8 to 10 in a U shape settee, 3 x Sycamore stools can be added at the centre line for additional capacity if needed (they are easily removed and stowed if not in use). The table drops hydraulically to make a large day berth if needed, and the table can be halved in size for use when smaller parties are onboard.

The keel box is central and forward and can be viewed via a glass aperture.

The deck head has 3 x large skylights making the saloon extremely light – these can be blacked out with Oceanair screens. There are further opening hatches offering more light and also ventilation – also fitted with OceanAir screens.

Aft to starboard is the navigation station. This has superb vision for watch keeping at sea, and is of ample size for passage planning. It has chart storage, 1 x GFD graphical function display, autopilot repeater, Simrad screen, wind direction, VHF, Satcom, Navtex and 2 x Icom waterproof VHF's.

The saloon has floor level and upper level lighting.

Aft of the navigation station is the Starboard Guest Cabin. Both guest cabins have the option of being set up as twin berthed or double cabins. The inboard bunk folds ingeniously to make a double berth. The drawer unclips and moves outboard. This transformation can be accomplished in about half an hour, giving tremendous flexibility for guests.

Both guest cabins also have iPod docking stations, Bose Roommates, blackouts for ports, a hanging locker, 2 x reading lights, lee clothes, and are both fully air-conditioned.

Both the port and starboard guest cabins have en-suite heads compartments, with heads, basin and shower. They are finished in teak and birch.

In the corridor inboard from the navigation station, is access to the Engine Room. This is a large area where all the main services for the yacht area are successfully accommodated. A very clever design allows for really good access to all of the equipment for service and maintenance.

Forward is the hydraulic keel control and generator in an acoustic hold. The hydraulic batteries are to starboard and air-conditioning to port, in front of the compressor unit for the air-conditioning and the water-maker. The main engine is aft of this equipment.

Aft of the saloon to port, and down two steps is the Galley, in a U-shape, with Corian work surfaces and twin sinks, as well as a front load fridge with further fridge/freezer beneath the floor. A gimbaled 4-burner cooker and microwave are all fitted centrally with extractor and natural ventilation via a port light. As with the rest of PAULA ROSA's interior, the galley is very light and airy. The galley is compact but there is good storage for galley equipment.

The port guest cabin is aft of the galley and is a mirror image of the starboard cabin, with its own en-suite heads.

A pneumatic glass door separates the main saloon and cockpit, which when open makes a large dining, sailing and relaxing space.

## Cockpit

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- 2 x Carbon wheels – direct drive to each of the rudders, linked.
- Sailing and engine controls situated in front of each steering position.
- Full navigation instrument repeaters and chart plotter.
- Central table with fridge (air cooled 24v) and 8 x integral glass holders.
- Cushioned seating around.
- 2 x Bose speakers.
- Dodger that covers saloon entrance, stores flush and opens in central section.
- Central bimini over guest seating and cockpit table.
- Stern (separate) bimini over steering area.

- Carbon flag staff with combined antennae storage, including stainless steel gimballed radar. All scanners are painted black.

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## Mast, Rigging and Sails

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### *Rig:*

- Hall Spars high modulus carbon spars.
- Standing Rigging is PBO and the next PBO service is not due until 13/10/2015.
- Running Rigging: Spectra/Dyneema – Gottifredi Mafioldi DSK 75 (Dyneema) Race/Ultra.
- Headsail Furling Gear: Reckmann, underdeck RF-90-3 hydraulic furling with Carbon profiles S4.
- I: 28.65m.
- J: 9.77m.
- P: 28.40m.
- E: 9.50m.

### *Sails:*

- North 3DL 680 XSY Main (2012),
- North 3DL Jib (2012),
- North Furling Staysail (2012) with FX 12000 Facnor furler with Future Fibres integral luff.
- North Kevlar Code 1 (2011) with FX 7000 Facnor furler with Future Fibres integral luff.
- North Asymmetric A2 Nylon (2010) with sock.
- North Dacron Storm jib (2008)

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## Deck Equipment

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### *Winches:*

- Harken, Hydraulic – powered by either battery DC pump or PTO off generator.
- 4 x 1111 Harken cockpit primaries with carbon tops.



- 2 x 10.2 Harken mast winches with carbon tops.

#### *General:*

- Hydraulic, fully retractable Opacmare passerelle.
- Swimming platform; with hydraulically operated transom door plus 1 x stainless steel ladder.
- Hydraulics operated via DC or PTO.

#### *Anchoring & Mooring Equipment:*

- Maxwell 4000 hydraulic windlass with stainless steel and carbon anchor deployment arm which fits in anchor aperture when not in use.
- Sanguinetti Chiavari 1000w warping winch (24v electric); flush mount/rising.
- 45kg Delta anchor.
- 100m 12mm stainless steel chain.
- 30kg Fortress anchor.
- 15m chain plus 100m rope.

#### *Covers, Canvas & Cushions:*

- Boom tent (Grey, 2012).
- Dodger that covers saloon entrance, stores flush and opens in central section (Grey, 2012)..
- Central bimini over guest seating and cockpit table (Grey, 2012).
- Stern (separate) bimini over steering area (beige).
- Covers for both helms, cockpit table and winches (Grey 2012).

#### *Tender, Outboard & Watersports Equipment:*

- Williams Jet 385 (3.85m) 5 person plus driver tender; maximum speed 40 knots.

- The tender is very easily stowed - lifted with halyard to stow alongside out of water near bow when in harbor or at anchor; and for sailing it is stowed in the transom - winched in via onboard framework. This is a one person job.

#### *Safety Equipment:*

- 14 x Self-inflating life jackets with harness safety lanyards.
- X2 6 man Avon life rafts.
- Flares x 2 grab bags
- 2 x Jonbuoys in black

#### *Fire-fighting equipment:*

- Fire extinguishers in each cabin.
- Fireboy automatic/manual engine room fire extinguisher system.
- Smoke/fire detector in each cabin, attached to a central system

## **Исключения**

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При продаже яхты исключаются личные вещи владельца.

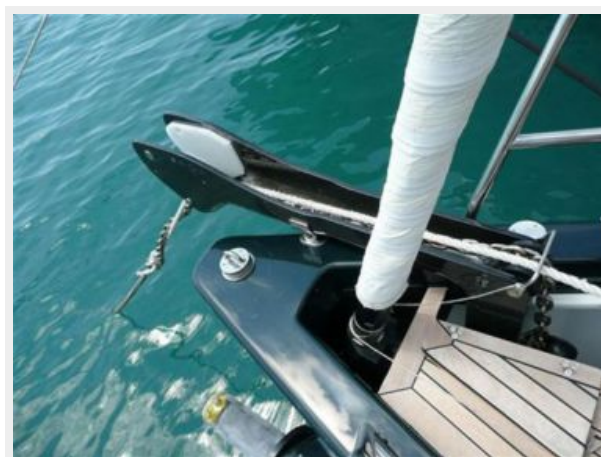
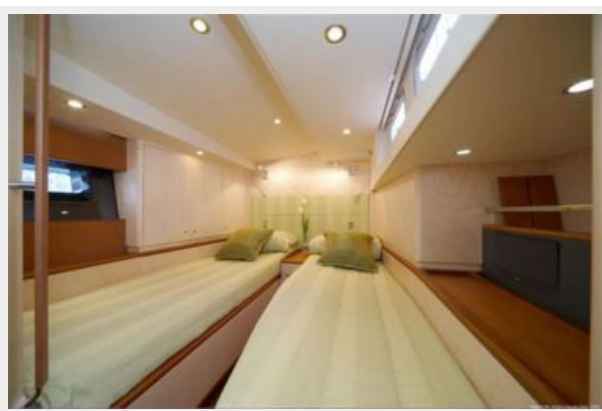
## **Отказ от ответственности**

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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

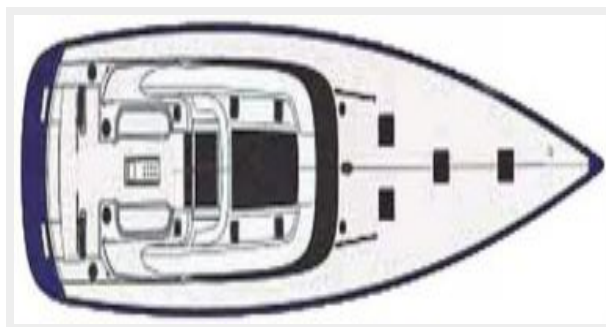














# КОНТАКТЫ

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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

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## Время работы

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

Воскресенье: **Закрито**

## Адрес

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