

CHALLENGE BUSINESS 45 — DEVONPORT YACHTS



Судостроитель: DEVONPORT YACHTS

Год постройки: 2000

Модель: Крейсерская яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United Kingdom

Длина общая: 72' 0" (21.95m)

Ширина: 18' 0" (5.49m)

Мин. осадка: 10' 5" (3.17m)

Купить **CHALLENGE BUSINESS 45 — DEVONPORT YACHTS** 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 **CHALLENGE BUSINESS 45 — DEVONPORT YACHTS** 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

Основная информация

Тип судна: Крейсерская яхта

Модельный год: 2000

Год постройки: 2000

Страна: United Kingdom

Размеры

Длина общая: 72' 0" (21.95m)

Длина по ватерлинии: 61' 0" (18.59m)

Ширина: 18' 0" (5.49m)

Мин. осадка: 10' 5" (3.17m)

Скорость, вместимость и масса

Водоизмещение: 94798.77266 Pounds

Вместимость воды: 468.9053923 Gallons

Объем топливного бака: 567.9699118
Gallons

Размещение

Всего кают: 5

Всего коек: 18

Корпус и палуба

Материал корпуса: Steel

Материал палубы: Steel

Дизайнер корпуса: Rob Humphreys

Информация о двигателе

Двигатели: 1

Производитель: Perkins

Модель: Sabre M1230C

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Overview

CHALLENGE BUSINESS 45 is part of an extraordinary fleet that was conceived and built to sail around the world against prevailing winds and currents – which they did with Chay Blyth's Challenge Business. After the business stopped trading, she was sold together with her sisterships and has a very successful second life as an adventure sailing yacht and was well known as BIG SPIRIT.

Her career came to an abrupt end in 2011 when she was substantially damaged whilst ashore having a pit stop before a trip across the Atlantic. She fell, lost her rig and sustained substantial damage to her structure. In her current ownership she is being brought back to life as they are refitting the yacht in collaboration with Mecal the MCA notifying authority who are overseeing the work. Mecal have been involved with the Challenge 72's from build and they will ensure that once repaired, CHALLENGE BUSINESS 45 will be in condition to code to MCA Category 0 giving her the ability to sail commercially worldwide with charter guests onboard.

In addition to the work to the structure, the yacht will have a new rig and sails and any systems that were damaged by the impact will be replaced or rebuilt. She will also be repainted. The owners are working with design engineer Jim Moore who did the design engineering for the Challenge Fleet initially, and he will design of the new steel parts and other design needed to rebuild CB 45. The opportunity exists for her new owner to work with the owners during this period of refit to make any changes or updates that are needed for their specific use of the yacht. Challenge 72's do not come onto the market very often and they are simply the last work in safe, powerful and capable adventure sailing be it the Southern Ocean or high latitude.

Upgrades

- Building a cabin with double berth and additional storage for the mate in the existing port forward cabin.
- Building an owners cabin in the starboard aft section with full king size bed, wardrobe, shelving and storage.
- Creating a utility room in the forward starboard cabin, this incorporates two 120 litre chest freezers (that can be run as either fridges or freezers) and the fitment of full size Bosch separate washing machine and drier.
- Wiring the yacht with mains power (240v) ring main, RCD, electric water heater. Fitment of

a 1800w inverter. Fitment of step up transformer to enable the boat to run 240 systems when operating in 110 volt areas or operating from the generator.

- Galley, Smeg 5 burner hob, fridge, Microwave and power sockets.
- Main saloon, all seating renewed with new foam and cushions (2014).
- Entertainment – 32” Sony LCD TV to saloon wall, digital TV ariel fitted to radar arch with signal booster.
- Air-conditioning fitted to main saloon.
- All freshwater piping and pumps replaced throughout, water tanks inspected and steam cleaned.
- Electric tecma toilets fitted to both heads with new sanitary piping throughout, renewed again in 2011.
- High pressure thermostatic showers fitted to both heads.
- New mixer taps both heads and galley.
- Electric pump out fitted for grey/black water tank.
- Hydraulic B&G autohelm system fitted with upgraded gyro compass, upgraded B&G display in cockpit, handheld controller at wheel. Backup compass system fitted.
- B&G system removed overhauled including wind wand and all 20/20 displays. Integrated Man overboard alarm system fitted.
- Lewmar 24v 3500kg anchor windless fitted (hidden in sailroom headlining) with extra pair of 12v batteries mounted in forward bilge, waterproof control box and wireless handheld controller.
- New 50KG Delta main anchor and 50m calibrated chain, 35kg CQR kedge anchor with chain and rope.
- Steering gear overhauled and new bearing fitted.
- 2000 mast (painted 2014) with standing rigging complete.
- Full deck and mast lighting fitted.
- All new running rigging on yacht.
- All sails (new 2014).
- Main cover, wheel cover, mast gaiter replaced.

- Hull including anti-foul and decks repainted (2014).
- Main engine and generator including fuel pumps, water pumps, injectors, heat exchangers, start motors etc. serviced 2014.
- New (2014) diesel heater system.
- Bilges cleaned any surface rust treated and painted end to end in white.
- Internal varnish work renewed throughout.
- Outboard engine mount fitted to sailroom.
- Gas system renewed including all piping and regulars.
- All deck hatch seals recently renewed.
- Dorade vents replaced.

Construction

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)

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) was chosen to build the fleet to Bureau Veritas highest notation. The construction method allows relatively simple and cost effective alterations to the interior layout.

Designer and Design Team

1. Designer – Rob Humphreys

Rob Humphreys of Rob Humphreys Yacht Design, 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 previous 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 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.

Hull, Deck & Superstructure Construction:

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
- Coachroof - GRP Balsa

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.

- International Paints Ltd filler and primer & Awlgrip - topcoat (Berthon 2004)

Keel & Rudder

- Steel rudder, skeg & keel fin fabrications- Hercules CSMD of Dartmouth
- Lead bulb - Iron Brothers Ltd

Machinery

Engine & Gearboxes:

- 130 hp (96kW) Sabre Perkins M130C 6 cylinder naturally aspirated diesel. (Approx 2950

hours)

Maintenance & Performance:

- Cruising Speed – 15kph
- Maximum Speed – 18kph
- Range – 6482 kilometres

Propulsion & Steering:

- 3 bladed autoprop (Bruntons Propellers Ltd)

Electrical Systems

Voltage Systems:

- Switch Panels - Energy Solutions electrical panels with Carling circuit breakers, ammeters and voltmeters.

Battery Banks:

- 6x225amp hours (2 new 2008)
- 2x80amp windless batteries
- 2x55amp main engine start
- 1x55amp generator start

Battery Chargers:

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

Generator:

- Northern Lights M673L 5.5Kw (new in 2004 - 2100 hours)

Shore Power:

- Shore power with isolation transformers (step up and down) for 110 or 240 volts

Other Electrical:

- Engine & Generator Exhaust System - Halyard Marine Ltd
- Inverters - Mastervolt 24v 110v 500w constant and Victron 1800w 240V
- Gas alarm
- Heat alarm
- 3x Smoke alarm
- Forward and aft bilge level detectors

Plumbing Systems

Watermaker:

- Essential 1000 - 100 to 160 litres per hour (new (2014))

Bilge Pumps:

- Manual and Electric bilge pump

Tankage

Fuel:

- Total capacity 2150ltr.

Fresh water:

- Total capacity 1775ltr.

Navigation Equipment

- Ships Onboard Instrumentation - Brookes & Gatehouse Hydra System with KVH gyro stabilizing compass, four 20/20's, two full function displays and two 360 wind direction.
- Auto Pilot – B&G with Gyro Compass, Hydraulic continuous pump and ram by Hamilton Jet.
- GPS - C A Clause Ltd LYCA MX400 & B&G 12 PLUS
- VHF 25 watt + 2x ICOM Hand Held VHF's
- GMDSS - ICS Electronics Ltd
- SSB - ICOM 150 watt HF radio ICM710 GMDSS
- Radar (new 2014)
- Battery Monitoring Equipment - Victron Energy BMV 501

Domestic Equipment

Heating & Ventilation:

- Webasto heater (new) with 7 outlets with fan blowers Radiator in oilskin locker

Accommodation

The Challenge Fleet was 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 with 18 crew aboard. 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 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. (13 sea berths and 18 including saloon) Berths have very high lee cloths for security at sea. A box stowage system enables dry and orderly stowage of clothing and personal belongings. 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 along with a microwave.

Deck 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 bridge deck 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.

Rig:

- 2000 mast with standing rigging complete. All new running rigging.

Winches:

- 2 x Harken 24 volt electric winches, 2 x control buttons, 2 x control boxes, 2 x trip switches

Sails:

- All new sails 2014.

General:

- Hatches & portholes - Lewmar Ltd & Nemo
- Steering Gear- Edson USA
- Pulpit, pushpits, stanchions, handrails etc - Hercules CSMD of Dartmouth
- Blocks, jammers etc - Designed by Roger Scammell, Manufactured by Hercules CSMD

Safety Equipment:

- 3 x Liferrafts - Zodiac 6 man Solas A fitted with all option packs and Epribs
- Watertight Doors - Hercules CSMD of Dartmouth

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. Whilst 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. CHALLENGE BUSINESS 45 achieved first place in the race. The refit amounted to a virtual rebuild with all the systems and equipment being replaced. This included new plumbing, wiring, generator, batteries, pumps, deck equipment, steering gear, mast, spars, rigging and sails.

Conclusions

The **Challenge 72'** Class yachts have proven themselves to be outstanding 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 **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.

Исключения

При продаже яхты исключаются личные вещи владельца.

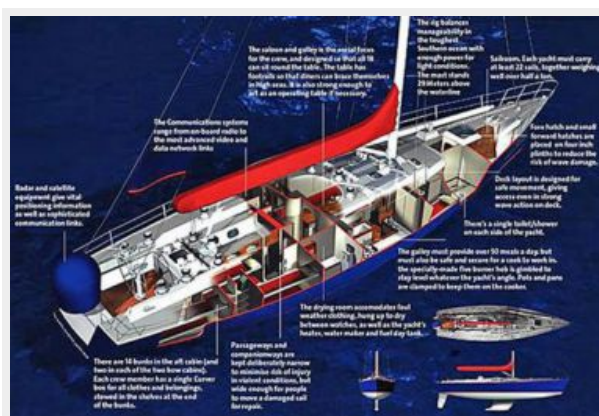
Отказ от ответственности

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: **Закрето**

Адрес



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