

KAVENGA — SWEDEN YACHTS



Судостроитель: [SWEDEN YACHTS](#)

Год постройки: 1997

Модель: Крейсерская яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: Spain

Длина общая: 69' 7" (21.21m)

Ширина: 17' 0" (5.18m)

Мин. осадка: 8' 6" (2.59m)

Крейс. скорость: 9 Kts. (10 MPH)

Купить **KAVENGA — SWEDEN 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 **KAVENGA — SWEDEN 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

Подкатегория: Center Cockpit

Модельный год: 1997

Год постройки: 1997

Страна: Spain

Размеры

Длина общая: 69' 7" (21.21m)

Длина по ватерлинии: 52' 5" (15.98m)

Ширина: 17' 0" (5.18m)

Мин. осадка: 8' 6" (2.59m)

Скорость, вместимость и масса

Крейс. скорость: 9 Kts. (10 MPH)

Вместимость воды: 237.7548468 Gallons

Вместимость сточного бака:
42.26752832 Gallons

Объем топливного бака: 343.4236676
Gallons

Размещение

Всего кают: 3

Всего коек: 6

Всего ком. состава: 3

Корпус и палуба

Материал корпуса: GRP

Материал палубы: Teak

Отделка корпуса: Fiberglass

Дизайнер корпуса: Peter Norlin / Jens
Ostmann

Информация о двигателе

Двигатели: 1

Производитель: Perkins

Модель: Sabre M185C

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Broker's Comments

KAVENGA is an extraordinary and powerful sailing yacht built to the highest standards by Sweden Yachts, she is part of an exclusive sisterhood. She has a manageable ketch rig and useful pilothouse for blue water cruising. She has been skipper maintained from the beginning and is only now available for sale as her owner has bought larger.

Her interior is executed in warm mahogany with many charming details in joinery and design as a result of her bespoke build.

She has been skipper maintained throughout her lifetime and enjoyed a substantial refit in 2003 including a full refit of the hydraulics and all other systems.

In the interim, the yacht has been consistently maintained and updated to ensure that she remains in fully functional condition at all times.

In 2014 KAVENGA was hauled and had a full survey carried out during her normal Spring maintenance. A copy of this survey is available on request. Any essential requirements from the survey have now been addressed and the yacht is offered for sale in fully commissioned state.

Winter 2014/15 Refit:

- New antifouling.
- New anodes.
- Bowthruster oil change and overhaul.
- New engine room seacock.
- Full check of drive chain, shaft and propeller.
- Rigs hauled and repainted.
- New standing rigging.
- Hydraulic rams serviced.
- Furling units and swivels fully serviced and replaced at necessary by Selden.

Construction

RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) as she was built and placed into use within the EU prior to 1998.

Hull, Deck & Superstructure Construction:

- White GRP foam cored hull with blue boot top and cove line.
- Lloyd's Register of Shipping Hull Release Certificate.
- Bottom epoxy coated April / May 1997 prior to launching. She is hauled and antifouled annually.
- Bilges Awlgripped in white 2003.
- White GRP superstructure and deck.
- New antifouling (2014/15).
- Main deck, coachroofs, cockpit coamings, cockpit soles and cockpit seating are all overlaid with teak planking.
- Teak sanded and recaulked 2002/3, since then they have been regularly serviced and recaulked as necessary.
- The cockpit shelter is an aluminium fabrication with tinted windows to front and sides. Its glassfibre roof incorporates a dimpled, non-slip finish and a large cut-out portion at the aft end is fitted with a removable fabric cover including curved stiffening battens.
- Stainless steel vertical handrails to P & S.
- New anodes (2014/15).

Keel & Rudder:

- Ballast: 25,350lb / 11,500kg.
- Rudder removed in 2007 and the rudder bearings were replaced (all records available).

Machinery

Engine & Gearboxes:

- 1 x Perkins Sabre 185C (1996), 6 cylinder turbo charged diesel, delivering 185hp.

- PRM gearbox (new 2003).
- Hydraulic PTO from gearbox serves as back-up for Lewmar Commander system (rebuilt 2003).
- New engine room seacock (2014/15).

Maintenance & Performance:

- Engine Hours: 3737 as of May 2014.
- Has been very well looked after – all service records onboard.
- Cruising Speed: 8.5 knots @ 1,400rpm; closer to 9 in calm conditions.
- Drive train mostly replaced during yacht's life, i.e. prop, shaft, stern gland, thrust bearings, and coupling shaft onto the gearbox/Aquadrive, including a full removal of the drive train in 2014.
- Full check of the drive chain, shaft and propeller (2014/15).

Propulsion & Steering:

- Solimar aluminium wheel pedestal.
- Wheel is stainless steel double spoked with grey elkhide (2007); still in great condition.
- Aft of the wheel is an arched helmsman's seat and to either side access into a tiller flat which contains the aluminium quadrant which receives the steering wires.
- Stainless steel emergency tiller stowed within this locker.
- Bruntons varifold 3-bladed propeller, fully serviced 2014.
- 2 x Morse engine controls.
- Volvo Penta horizontal tube type 24v 7kW bow thruster (07/03); new gear drive unit and full service on the electric motor in February 2013. Of an older generation. An upgrade might be worth considering, although it is still fully operational. Bow thruster oil change and overhaul (2014/15).

Electrical Systems

Battery Banks (2003):

- Service bank of 24V 800Ah.
- Engine start of 12V 120Ah.
- Generator start of 12V 80Ah.

Battery Chargers:

- 2 x Mastervolt 24V 100A battery chargers.

Alternators:

- 1 x 24V 135Ah charges service batteries.
- 1 x 12V 70Ah charges starter battery.

Generator:

- Fischer Panda 18kVa Kubota based diesel fuelled generator.
- Generator Hours: 2,800 as of May 2014; serviced 2014.

Shore Power:

- 220v Shorepower system.

Plumbing Systems

Fresh Water & Water Heating System:

- Domestic pressure water system with hot water supplied by calorifier, or immersion heater.

Watermaker:

- MT Freshwater 220V watermaker. New fittings 2013 and in good operational order. Output - 150 litres / 33 imp gallons per hour.

Bilge Pumps:

- 2 x Jabsco 24v electric bilge pumps.
- 1 x Manual diaphragm.

Tankage

Fuel:

- Total capacity of 1,300 litres (286 imp. gallons) in 4 x stainless steel tanks.

Fresh water:

- Total capacity of 900 litres (198 imp. gallons) in 2 x integral GRP tanks.

Grey water holding tanks:

- 2 x Integral GRP tanks, each approx 30 litres (6.5 imp. gallons).
- Automatic discharge activated by pressure switch.

Black water holding tanks:

- Approx 100 litres (22 imp. gallons) in 1 x stainless steel tank.
- Pumped out with a 24v discharge pump which is manually switched on and off.

Navigation Equipment

- Autohelm GPS.
- Autohelm ST7000 T3 hydraulic autopilot.
- Autohelm electronic compass.
- Suunto D165 steering compass on wheel pedestal.
- Furuno 8 tone radar, plus repeaters at wheel shelter and steering cockpit.
- Raytheon RayChart 620 plotter, 1 x at chart table and 1 x at mid cockpit.
- Shipmate RS8300 VHF radio telephone with 2 x handsets.
- Pilot Marine clock and barometer.
- Kannad 406Mhz EPIRB.

Autohelm ST80 system with repeaters:

- At forward end of cockpit: wind apparent speed and true speed, knots, compass.

- At steering position: navigator, man overboard, remote control and autopilot control.
- In a vertical console just beneath the mizzen from the top: 0-360 ° wind direction analogue and wind speed digital, windward sailing indicator analogue and wind speed digital, multi-view for depth and speed, compass (analogue heading display) and course heading compass display.

Note: Has had work done, such as new wiring, new transducers, new autohelm controls and an interfaced RayChart C140 plotter.

Domestic Equipment

General:

- Gimballed Alpes Inox 4-burner gas cooker with grill and oven.
- Bosch microwave oven.
- 2 x Sinks.
- Wet bar sink.
- 2 x 24v refrigerators.
- Additional fridge - 24v Frigoboat deep bar fridge on two levels, for additional drinks, wine, food etc. Useful for storing already prepared food.
- 2 x Frigoboat 24v deep freezers, keel cooled.
- U-Line 220v bar refrigerator/icemaker.
- Kenny compact clothes washer.
- Classic disposer trash compactor.

Heads/Showers:

- 3 x Vacuflush WCs, fresh water flushed.
- 4 x Wash basins.
- 3 x Showers.
- Hot and cold fresh water deck shower.

Heating & Ventilation:

- Eberspächer D5W 5kW (04/03) radiator accommodation heating.
- 2 x Frigoboat water cooled reverse cycle air conditioning

Note: Each cabin, and the saloon, has individually controlled chill/heating units.

Entertainment:

- Sony 25" TV and DVD system.
- 4 x Radio/stereo/CD players (1 x in each cabin).

Lighting:

- Navigation lights.

Accommodation

Summary of Accommodation:

- Upholstery and wool carpet in saloon replaced 2001. All scotchguarded.
- Interior joinery is in well-matched matt varnished sapele.
- Soles are of varnished maple, edged with mahogany and with fitted carpets.

Description of layout from forwards:

Full width **owner's cabin** with double berth. Adjacent to the foot of the berth on the port side is a dressing table and stool. Shelving to either side of berth and suspended locker at high level under the side decks. Topsides lined with off-white closed battening which is a very attractive effect.

At the forward end to starboard, this cabin is fitted with a large wardrobe with, just aft, a large **shower compartment** which includes a wash hand basin and teak grating to the sole. On port side just adjacent to the door leading through to saloon is a **head compartment** with a Vacuflush toilet and wash hand basin. Headroom in the cabin is good at its aft end. Good ventilation and light provided by of two large hatches at the forward end of the cabin, one at aft end and one in shower compartment. Eyeball electric lighting in deckhead.

Moving aft into the extremely attractive **saloon**, headroom is extremely good - generally 6'6" beneath the beams. The deckheads are white and simulate the underside of a traditional laid deck. An L-shaped small settee to port and a large L-shaped settee with dining table to

starboard.

In the starboard aft corner of the saloon is a custom-made **bar** which contains a stainless steel sink, bottle disposal slot in worktop and drinks refrigerator outboard. There is also a combined icemaker and refrigerator on the door of which is mounted the optics. Just ahead are drawers for glasses stowage and a clothes washing machine is directly beneath the optics. Aft of the bar is the **navigation station**, still with good headroom.

The **galley** is off the port side of the saloon within a recess between two end pedestals which gives the crew a good working area. This contains at its forward end a refrigerator, microwave, cooker hood, and a stainless steel Alpes cooker in gimbals. Beneath the forward pedestal is a freezer which is top loading and underneath the inboard pedestal is a trash compactor. At the aft end of the galley are numerous drawers, a cupboard and a further refrigerator with deep freeze beneath it. Adjacent to the galley is the entry to the **engine room**. Aft of both the galley and the navigation station are doors to the two guest cabins with their en suite head compartments. The cabins share a centreline shower stall which is accessed from either side. Each cabin has a large V-berth double berth, a dressing table, cupboard and lockers.

Deck Equipment

Rig:

- 2 x Fairleads for springs, each side amidships - these have integral vertical rollers to either end. A stainless steel bitts cleat just ahead of each fairlead. · Lewmar dished staysail track is mounted on shaped wood plinths at the forward end of the coachroof and the track ends are secured to fabricated stainless steel brackets. · 2 x Lewmar slightly curved headsail sheet tracks, each with roller car with spring stop, on each side deck.
- Lewmar mainsheet track is set on a teak plinth, fitted with single car and positioning controls led aft to a double Spinlock rope clutch.
- Lewmar mizzen sheet track. · 1996/7 Selden masts, booms, spinnaker pole (stowed vertically on fore side of mainmast). All Awlgrippped Snow White.
- Mainmast is marked as a "Custom Spar for KAVENGA" by Selden, keel stepped and fitted with hydraulic in-mast reefing.
- The mast includes a groove in its extrusion such that a luff rope can be fed into the mast in the event that the roller system fails.
- Mainmast has three spreaders, cap shrouds, forward and aft lower shrouds, D2s, D3s, forestay, inner forestay, standing backstay divided with a bridle, each leg of which comes down to a Navtec hydraulic cylinder.

- All standing rigging is of stainless steel rod.
- Running backstays.
- The genoa and staysail halyards are separately tensioned by Hasselfors tensioning screws.
- 2 x Mounted on starboard side of the mast and one to port.
- Hydraulic clew outhaul.
- Navtec boom vang.
- 2 x Selden Spars Furlex hydraulic headsail furling systems for yankee and staysail.
- Mizzen mast has two spreaders and a set of jumper struts whose roots coincide with those of the upper spreaders, upper and lower forward shrouds, aft lowers, cap shrouds and running backstays.
- Hydraulic in-mast reefing.
- Hydraulic mizzen clew outhaul.
- Navtec hydraulic vang.
- Running rigging in Dyneema and Terylene.
- Rigs hauled and repainted (2014/15).
- New wiring for both rigs (2014/15).
- New standing rigging (2014/15).
- Hydraulic rams serviced (2014/15).
- Furling units and swivels fully serviced and replaced as necessary by Selden (2014/15).

Winches:

- By Lewmar:
- 2 x 77ST Hydraulic powered primaries - aft cockpit coaming.
- 2 x 54ST winches – for the topping lift and spinnaker halyard (possible us for awning).
- 4 x 64ST winches – 2 x manual for the running backstays, 2 x hydraulic for the staysail and mainsheet.
- 2 x 48ST - Bridgedeck - mainsheet car positioning and mizzen staysail halyard (P), mizzen sheet (S).

- Lewmar Commander pack for hydraulic system (serviced/rebuilt 2012).

Sails:

- By North Sails, Finland, May 2003, In Gatorback Spectra: Furling mainsail and mizzen.
- By Vela 2000, Palma, April 2002: Furling Genoa and furling staysail.

Note: In good and clean condition.

- By Hyde , 1998: MPS.
- By North Sails: Mizzen staysail.

General:

- Stainless steel bow pulpit, includes a seat/step which gives the possibility to board from the bow when berthed bow-on to the quay. This seat also incorporates a stainless steel socket for a staff to take an anchor ball.
- Stainless steel double rail sternguard, upon which is mounted, at each forward end, a horseshoe lifebuoy and self-igniting light and, to the aft side, an outboard motor pad, stern light and Jonbuoy man overboard system.
- An opening access gate is fitted in the sternguard and with a passerelle mounting socket in the taffrail.
- 6 x Dorade ventilators each with stainless steel rope guard - positioned 2 x by main mast, 2 x in front of cockpit shelter, 2 x by mizzen mast
- 10 x Lewmar aluminium framed flexiglass glazed hatches (flexi glass and seals changed recently).
- 18 x Smaller opening side windows in the coaming, situated in the bathrooms, cabins and 4 x in the cockpit foot wells.
- Stainless steel boarding and swimming ladder.
- Carbon fibre passerelle.
- Small table to aft end of cockpit is folding type, so it can be extended for dining. Alternatively the table can be lowered to position flush with the cockpit seats.

Anchoring & Mooring Equipment:

- Small projecting bow platform in stainless steel which incorporates two chain rollers.

- Pin system to lock anchor in place.
- Chain lock adjacent to a sheave which turns the chain down through the deck.
- 2 x Stainless steel bitts cleat to either side of the anchor locker.
- 2 x Bitts cleats, to port and starboard on the aft deck.
- Lewmar 3000 hydraulic anchor winch installed within deck locker (serviced 2012/13).
- Lewmar 64 hydraulic winch - for going up the rig or for anchoring/mooring situations.
- Delta 25klg stainless steel anchor with 90m x 12mm chain (chain replaced 2011).
- Danforth 45lb kedge anchor with rode on reel.
- Mooring warps and fenders.
- 2 x Boathooks, each fitted in neat stainless steel stowages fore and aft.

Covers, Canvas & Cushions:

- Antigua Sails sun awning, rigged between masts.
- Stainless steel framed folding bimini over mid cockpit with extension to connect with the fixed cockpit shelter. Windowed side screens attach. Zipped cover when stowed.
- Blue striped scatter cushions for cockpit.

Safety Equipment:

- Autoflug 8-person valise packed liferaft.
- 3.4m Avon inflatable roll away compact dinghy with 15hp Yamaha motor; new prop and regularly serviced.
- 2 x Horseshoe lifebuoys, each with light.
- 9 x Self-inflating/manually activated life jackets.
- 8 x Safety harnesses.
- Jonbuoy man overboard system.

Fire-fighting equipment:

- 4 x Dry powder extinguishers throughout yacht.
- 1 x FM200 extinguisher in engine room.

Exclusions

- Bagpipes.
- Free standing ornaments.
- Framed photograph of small boy.
- Silver 'Nina' model on base.
- Silver tray displayed on wood base.
- Setubal Race plaque.
- RNZYC plaque.
- America's Cup Jubilee regatta plaque.
- Framed KAVENGA introduction.
- Model sailing vessel.
- Great Baurua Bar notice.
- 4 x Paintings in master stateroom.
- Painting in saloon.
- 2 x Framed tiles in saloon.
- Framed tile in bar.
- Replica musket.

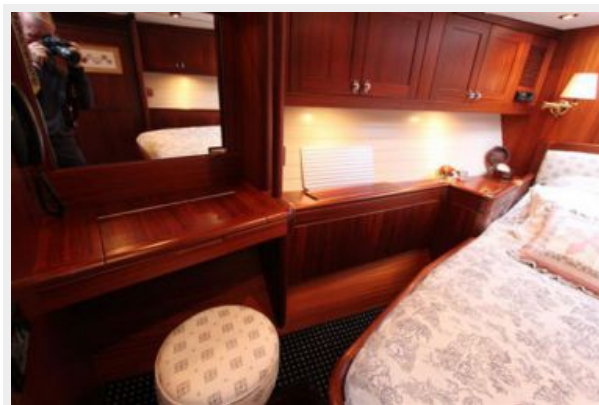
Исключения

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

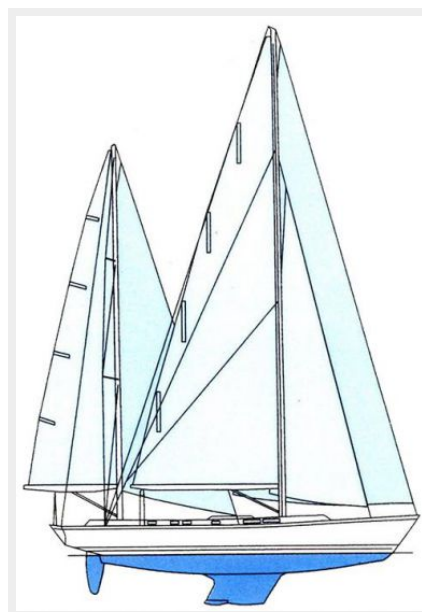
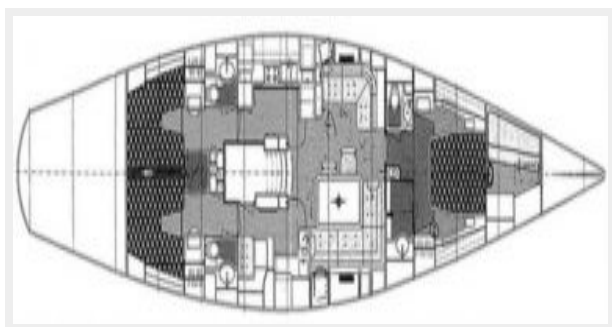












КОНТАКТЫ

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: **Закрыто**

Адрес



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