

ISABEL — JONGERT



Builder: JONGERT

Year Built: 1983

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: Sweden

LOA: 88' 6" (26.97m)

Beam: 19' 8" (5.99m)

Min Draft: 10' 2" (3.10m)

Cruise Speed: 9 Kts. (10 MPH)

Max Speed: 10 Kts. (12 MPH)

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If you would like to buy a yacht **ISABEL — JONGERT** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

Good looking ketch from the Jongert stable that has been cherished through life - truckloads of splosh have been expended in her ownerships which is why she looks this good today.

Basic Information

Category: Cruising Sailboat

Sub Category: Center Cockpit

Model Year: 1983

Year Built: 1983

Refit Year: 2001

Refit Type: 2006-2007, 2011/2012

Country: Sweden

Dimensions

LOA: 88' 6" (26.97m)

LOD: 78' 8" (23.98m)

Beam: 19' 8" (5.99m)

Min Draft: 10' 2" (3.10m)

Speed, Capacities and Weight

Cruise Speed: 9 Kts. (10 MPH)

Max Speed: 10 Kts. (12 MPH)

Displacement: 191802.16794 Pounds

Water Capacity: 845.3505664 Gallons

Holding Tank: 158.5032312 Gallons

Fuel Capacity: 1188.774234 Gallons

Accommodations

Total Cabins: 4

Total Berths: 12

Total Heads: 5

Hull and Deck Information

Hull Material: Steel

Deck Material: Teak and Steel

Hull Configuration: Long Keel

Hull Designer: Willem De Vries Lentsch,
Holland

Interior Designer: De Vries & Peter Sijm

Engine Information

Engines: 1

Manufacturer: MERCEDES

Model: WM, OM 402.8 V8

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Broker's Comments

ISABEL is an exceptional blue water cruising yacht that has been maintained to the highest standards. She is spacious and comes with masses of beautiful joinery, well conceived seating and relaxing spaces. She is also long legged, with a powerful sail plan. The refit and renewal throughout her life means that she wears her years with dignity and is fully equipped for serious cruising in 2014.

Owner's Comments

ISABEL is a member of the family and we have continued with the heritage from her previous owners that never put her under charter. She is not a motor sailor. She has a slender hull and performs very well under canvas. Due to her weight (close to 100mT when fully laden) she offers great comfort even under the most demanding conditions. Personally, I have been sailing since 1968 and also participated in the Whitbread Round the World Race (now Volvo Ocean Race) and in Trans Atlantic speed record attempts with multihulls.

ISABEL is the yacht that provides state-of-the-art safety for family and guests. She is most satisfied in the wind range from 11 knots and more. With all sails set, we fly close to 1000sqm and she is a joy to sail on a close reach. Upwind, she performs well around 35-40 dgr apparent. Our sailing speed is usually around 8-9 knots. On a reach we commonly achieve about 11 knots. Our maximum sailing speed in the Baltic was 13-14 knots on an open reach in short swell.

The reason why we have put her on the market is due to the fact that the kids getting older and we need a slightly smaller sailing yacht that can be handled by only one person. However, we have sailed ISABEL with only a crew of two. During our ownership we have carried out all the annual services according to manufacturer's recommendations and common sense.

The ship is now 30 years old and she carries her age with grace.

She is ready to go and all major service and overhaul is done, enabling the new owner to set sails. In the early spring 2014, she will be dry-docked for new antifouling and anodes (this work is included in the asking price).

In the near future we recommend some attention is paid to the corner windscreens on the deck-house (they need new sealing). The lower wood panel (veneer) on the same corners needs to be renewed as well.

The topsides are painted in Awlgrip Stark White with Awlgrip Flag Blue for the blue ribbon. The paint is about 10 years old and we recommend a new touch-up within a couple of years to bring the hull back from shining to sparkling condition. Isabel does not come with hidden agendas.

The last plate thickness survey of the hull was carried out on August 5, 2007. At this time the thickness of the hull was according to the original plating when she was new.

ISABEL is quite unique in the sense that she has a very short ownership chain. I consider this as one of the arguments that the ship is in such good condition. Jongert's extraordinary quality in craftsmanship and details are another fact to her excellent condition.

A buyer will benefit from good support and advice from the seller. This will enable the new owner to get acquainted with the yacht's systems as swiftly as possible.

The yacht was originally built to the name SARY. Her 2nd owner's renamed the yacht CYRANO DE BERGERAC – this name was retained during ownership over the years. During the sale process to the current owner, the yacht was named ARIAN and then received its current name ISABEL ADVENTURE OF SIMRISHAMN, called ISABEL for short.

Service History

Apart from frequent updates and maintenance, the following refits and upgrades are worthwhile to mention.

2001-02:

A major refit was carried out in 2001-02 at Pendennis Shipyard (UK), which included:

- The interior was given new head linings, and complete upholstery.
- The entire ship was re-wired and re-plumbed.
- New Ceran worktops for the galley.

- The 24v system was replaced.
- The engine room was completely stripped out, including all machinery, piping and electronics.
- New electrical systems by de Keyzer of Holland.
- All re-usable equipment and systems was sent for service and overhaul.
- Main engine was completely overhauled and was reset to 0.
- Steering system was replaced and somewhat overhauled.
- New 16KWH generator was installed.
- All tanks were refurbished and painted.
- Deckhouse windows removed and repaired.
- The hull and superstructure was repainted using Awlgrip system.
- All woodwork was treated with Patina.
- New FiFi system was installed.
- New fresh water pumps and boilers.
- New interior lighting.
- All new Lewmar switches on deck.
- A new office area was built in the deck house.

The owner's spent approximately £1,500,000 for the work that was undertaken.

2006-07:

The second major overhaul was carried out 2006-07 by Audax Shipyard, which included:

- New complete rigging.
- New teak decks.
- New interior wooden floors.
- Deckhouse repainted.

- New leather sofas made by Mercedes Benz in Stuttgart, Germany.
- New upholstery.
- New cockpit covers and cushions.
- New sun awnings (covering from bow to stern).
- New computers, cockpit table, new deck hatches, new electrolyte system, new grooves etc.
- Scuppers were repainted and the entire ship was completely serviced.

The owner's spent approximately €600,000 on this second overhaul.

2011-12:

The third major update of the ship was carried out 2011-12 by the seller (current owner), which included:

- Major update of all navigation and communication systems (tripled all brand new by Furuno).
- Re-wiring and clean-up of electrical systems.
- Additional Furuno radar and fitting was installed (totally 2 sets of radars).
- The ship got 6 new sails by Banks and North.
- Full bottom treatment and new anodes.
- All engines were serviced.
- New entertainment system installed.
- Overhaul of pumps, including waste pumps.
- New 24v motor to air compressor system (plus 1 X refurbished as spare).
- New tackles, 2 X CQR anchors, mooring lines, sheets, halyards and fenders.

The owner's spent approximately €350,000 for the work that was undertaken.

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.

Port of Registry: Simrishamn, Sweden.

Yard #: 319.

Hull, Deck & Superstructure Construction:

- Steel hull.
- Steel/teak deck (teak on thick epoxy layers).
- Awlgripped.

Keel & Rudder:

- Keel laid in 1981-1982.
- Long keel.
- Iron, concrete and lead pellet ballast.

Machinery

Engine & Gearboxes:

- 1 x Mercedes WM, OM 402.8 V8.

Maintenance & Performance:

- Engine Hours: approx. 2,600.
- Cruising Speed (Dirt): 9 knots.
- Maximum Speed (Clean): 10 knots.
- Consumption: 12 litres/hr.
- Speed (Under Sail): Average 8 knots; maximum logged speed 14 knots.

- Engine completed overhauled by Mercedes in 2006. Since then serviced and maintained according to manufacturers specifications.

Propulsion & Steering:

- Hydromat 30hp hydraulic bow thruster (driven on main engine PTO).
- Segatron hydraulic/servo steering system.

Other Mechanical:

- Domestic air-pressure system for entire ship (2001/2012).

Electrical Systems

Voltage Systems:

- Domestic 24v power for lighting and navigation system (2006/2012).
- Domestic 230v power for appliances (2006).
- Control panels (24V/230V) in deckhouse (2006).
- Control panels in engine room (upgraded 2006).

Battery Banks:

- 10 x 12v batteries for domestic use (2012).
- 4 x 12v batteries for gen-start and main engine start (2012).

Battery Chargers:

- 2 x Mastervolt Charger Mass 24/100C (2012).

Generator:

- 1 x Northern Lights 400v 24kwa 3-phase generator (2001).

- 1 x Northern Lights 400v 16kwa 3-phase generator (2001).

Shore Power:

- Shore power (16A-32A) 400v 50Hz (2006).
- Shore power 230v 50Hz (2006).
- Shore power 110v (2006).
- Shore power earth protection.

Other Electrical:

- 1 x Mastervolt Inverter Mass Sine 24/5000 (2012).
- 1 x Mastervolt Inverter Mass Sine 24/2500 (2012).
- 1 x Mastervolt Inverter Mass Sine 24/1200 (2007).
- Cathelco anodization of incoming sea water (2006).

Note: The ship is furnished with all necessary tools in order to undertake any maintenance and repairs. Also manufacturers special tools are provided. 90% of all the tools are from 2012. There is also a vast stock of spare parts and filters. Spares such as electric motors, compressors, switches, gauges, sockets, fuses etc.

Plumbing Systems

Fresh Water & Water Heating System:

- 1 x Hot water boiler in engine room (230v and engine).
- 1 x Hot water boiler in galley (230v and engine).

Watermaker:

- Sea Recovery 600 litre watermaker (2007).

Bilge Pumps:

- 4 x Bilge pumps (2 x electrical, 1 x main engine PTO and 1 x manual).

Tankage

Fuel:

- Total capacity of 4,500 litres.

Fresh water:

- Total capacity of 3,200 litres.

Grey/Blackwater holding tanks:

- Total capacity of 600 litres (grey/black).

Navigation Equipment

- Bridge is GMDSS approved.
- Radar 1. Furuno Long Range Radar, FR7040 incl. ARPA (1995).
- Radar 2. Furuno Medium Range NavNet Radar (2012).
- Autopilot 1. Segatron Magnetic (1983).
- Autopilot 2. B&G HydraPilot 2000 (Needs configuration) (2001).
- B&G depth sounder (2001).
- B&G sailing instruments (2001).
- VDO rudder indicator (2001).
- Navigation/Chart system ECDIS Furuno NavNet 3D (2012).
- 3 x Daylight large repeater screens for ECDIS and MaxSea (2012).
- Back Up #1 plotter/radar system Furuno MaxSea (2012).
- Back Up #2 navplotter system Furuno GP7000 (2012).

- Back Up #3 navplotter system Furuno MaxSea (2012).
- GMDSS reserve 24v power back up (2006).
- Vetus Meteo Center (Meteo Liner) (2006).
- Furuno GPS satellite compass system (2012).
- Furuno Class A AIS (2012).
- 1 x WLAN colour printer (2012).
- 1 x Siemens navigation/administration computer (2012).

Communications Equipment

- VHF #1 Sailor RT5022 (2006).
- VHF #2 Sailor 6215 (2012).
- Handheld VHF #1 (2012).
- Handheld VHF #2 (2012).
- Inmarsat satellite communications (voice/data) (2012).
- Intercom system (all compartments incl. engine room) (2006).
- 3G WLAN internet connection (2012).
- Raytheon hailer/alarm system (2001).
- Air compressor horn (mizzen mast) (2001).

Note: *Call Sign - SGLU (Swedish Registry).*

Domestic Equipment

Galley:

- Miele refrigerator (2007).
- Miele deep freezer (2007).
- Miele dish washer (serviced 2012).

- Miele Novotronic WT946 Combi washing machine.
- Uline icemaker (disconnected).
- Coffee brewer.
- The galley is furnished with all necessary equipment.

Heads/Showers:

- 5 x Rheinstrom WCs (mills and gravity discharge).
- 4 x En-suite showers (gravity discharge).

Heating & Ventilation:

- Marine Air 144.000 BTU air conditioning system (needs re-filling) (2006).
- Marine Air reverse cycle heating system.
- 4 x Engine room extractor fans.
- 2 x Extractor fans in galley.
- 5 x Extractor fans in toilet/shower compartments.
- 1 x Extractor fan in chain locker.

Entertainment:

- Fusion CD/DVD/tuner/iPod stereo system (deckhouse, cockpit and saloon) (2012).
- 4 x Stereo/CD/tuner for each cabin (2001).
- LG flat screen TV set in aft saloon (2012).
- DVD/BluRay player for aft saloon (2012).
- Flat screen TV in SB guest quarter (2006).

Accommodation

Summary of Accommodation:

- 12 berths (saloon not included) in 4 x cabins.

Description of layout:

Entrance from the main cockpit to the deck saloon, with 360 dgr view, containing sofa and chairs – seating 12 pers. On port side office with 3 pers seating. On forward starboard the ships bridge and control systems with 1 seat. On starboard side lockers and desks. Forward stairways – down to a companionway with owner's quarters to port with one double bed plus two Pullman beds. En-suite large bathroom. Symmetrical cabin to starboard identical to the port side cabin. Forward of the companionway, there are two identical 2-bed (Pullman) cabins with 2 X en-suite bathrooms. Starboard cabin facilitates a small office area as well.

From the deck saloon going aft down the stairway and to the companionway, there is a day-head to starboard and entrance to the huge engine room to port. Further aft, entrance to the aft saloon containing a large galley to port and a bar with three seats in the centre. Further aft there is the aft saloon facilitate a large round/moon formed dining table and a large 360 dgr sofa.

The engine room is situated in the centre of the ship. The engine room is huge and painted glossy white with red carpets on the aluminum floors. The engine room is designed to provide easy access to all the ships systems including generators, workshop and storage for tools.

Under all cabin floors there is great space for storage and they are fully lighted. Bilges are all white painted. Under the side of the bilge floors all piping and electrical wirings are laid within cable/pipe ladders enabling full access.

The bilges provide easy access to manholes for fresh water and black/grey water tanks. The bilges and the engine room are spotless, clean and dry.

In the forward bilge section, full access is given to maintain the bow-thruster.

Forward of the forward en-suite bathrooms, there is a watertight bulkhead and forward of this a very large storage locker which facilitates ropes, fenders, outboard engines, ropes etc. Access to the locker is through a large watertight hatch on the foredeck. In front of the locker, two large chain boxes (in GRP) avoiding contacts with the hull.

In the aft of the ship there is a huge platform, which facilitate a cradle for the tender boat, and a leveling bathing stairway. The launching of the tender boat is made by the means of the mizzen boom with a special halyard operated by one of the electric winches.

Deck Equipment

Rig:

- Bermuda/cutter rigged ketch (very tall and high aspect rig compared to other Jongert designs).
- 2 x Spars (Main/Mizzen) by Rondal (Holland) (1983/2007).
- All standing rigging by Rondal (Holland) (2006).
- Hydraulic furling on head stay, cutter stay, main and mizzen by Rondal.
- Standing rigging ultra-sounded and checked (2007). Ratings not found but can be checked.
- All spars checked and re-coated (2006).
- Rondal halyard hoist swivel (genoa) (2010-11). 1 X additional as spare.
- 2 x Navtec hydraulic back stay tensioners, completely overhauled (2010).
- Navtec hydraulic boom-vang, completely overhauled (2010).
- Sheets (staysail, mizzen, mizzen staysail and gennaker (2012).
- Sheets (genoa and main) (2008).
- Role of spare sheets (new) stored in bilge #1 (2012).
- Vast amount of spare sheets (stored in locker) (2010).
- Spectra mast guiding lines (stored in locker (2012).
- Alloy spinnaker boom (stored along main mast).
- Sailing Clearance: 31m.

Winches:

- 4 x Lewmar 55ST halyard winches.

- 1 x Lewmar 40ST spin boom traveller winch on main mast.
- 1 x Lewmar 48ST outhaul main sail winch on main mast.
- 3 x Lewmar 55ST cockpit winches.
- 2 x Lewmar 65ST electric winches.
- 2 x Lewmar 77ST electric winches (2006).
- 1 x Lewmar 48ST mizzen outhaul winch.

Sails:

- Main Sail (Furling), Banks Sails, 2010.
- Genoa (Furling), Banks Sails, 2010.
- Cutter Staysail (Furling), Banks Sails, 2010.
- Mizzen (Furling with Lateral Battens), North Sails, 2012.
- Mizzen Staysail (Furling), North Sails, 2012.
- Gennaker (in socket), North Sails, 2012.

Note: The ISABEL has covered limited mileages. The sails should be considered as new.

General:

- Passerelle (2006).
- Deck wash system (mid ship cold/fresh water).
- Deck wash system (aft deck warm/fresh water).
- Deck wash system (fore deck seawater).
- 1 x Bathing ladder (for starboard or port mounting) (2001).
- 1 x Main bathing stairway from aft platform (1983).

Anchoring & Mooring Equipment:

- 2 x Anchors (CQR) Lewmar (2011).
- 2 x Anchor chains (approx. 110m) (2010).
- 2 x Complete sets of mooring lines (2011).
- 10 x Fenders (2012).
- 1 x heavy-duty warp line (2012).
- New spare ropes on 1 x role (stored in Bilge #2) (2012).
- Assorted smaller mooring lines (spring lines etc.) stored in locker (2010).
- Maxwell 3500 windlass (motor replaced 2008).
- Electric windlass capstan mooring winch to forward.

Covers, Canvas & Cushions:

- Sprayhood (2006).
- 3 x Deck awnings (fore, mid and aft) (2007).
- 1 x Bimini top (2007).
- Deck house protection/cover (2013).
- Cushions for cockpit (all new) – Marine Blue (2012).
- Covers for wooden rails and coamings – Marine Blue.
- Custom designed and built full heavy-duty winter cover (2010).

Tender & Outboard:

- Grand RIB S380 tender and 20hp Yamaha outboard (2011).
- HDS5 inc. depth sounder, plotter for tender (2011)

Safety Equipment:

- Intruder alarm system operated with 3G system (2012); connected to police law enforcement and security guards.

- 5 x MOB (Man over board) personal system (integrated with navsystem) (2012).
- 1 x Manual GPS/EPIRB transponder (2012).
- 1 x Automatic GPS/EPIRB transponder (2012).
- 1 x Manual SART transponder (2006).
- 2 x 6 person liferafts (needs inspection (2007)).
- 4 x Automatic bilge alarms (2001).

Fire-fighting equipment and various alarms:

- Automatic fire extinguisher system for engine room (2006).
- 2 x Manual fire extinguishers for engine room (2006).
- 6 x Manual fire extinguishers for each cabin/compartment.
- Automatic fire alarm (for entire ship incl. engine room).
- Automatic alarm for black/grey water holding tank.
- Automatic alarm for shore power failure/disconnection.
- Complete set of distress flares (dates need to be checked).

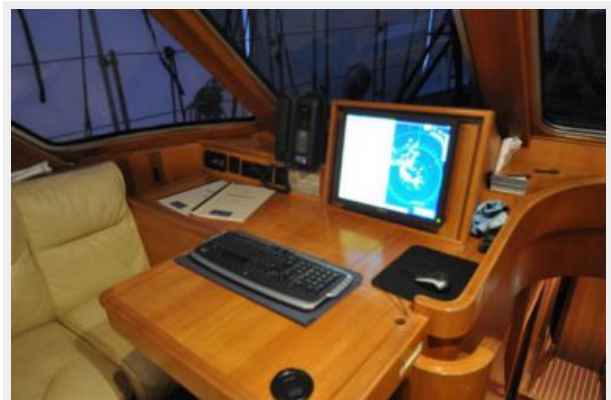
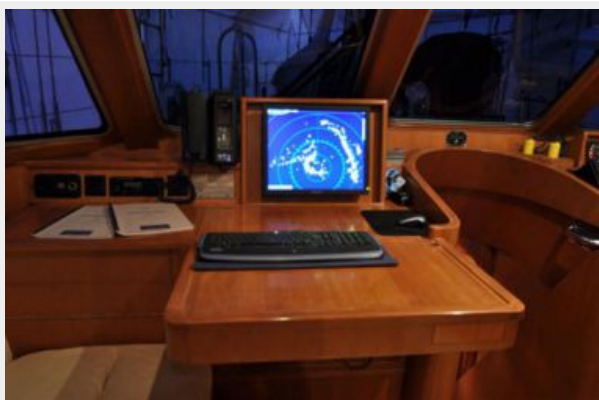
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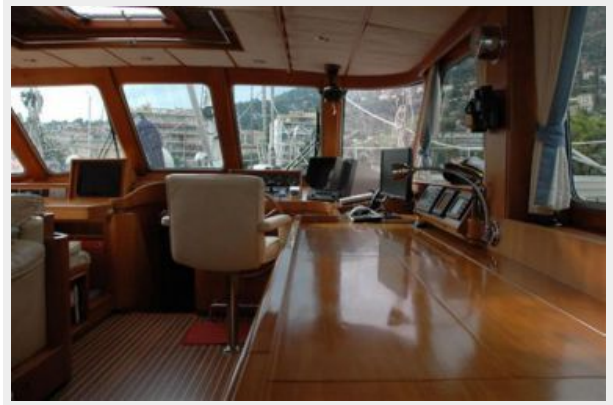
Owner's personal belongings.

Disclaimer

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PHOTOS







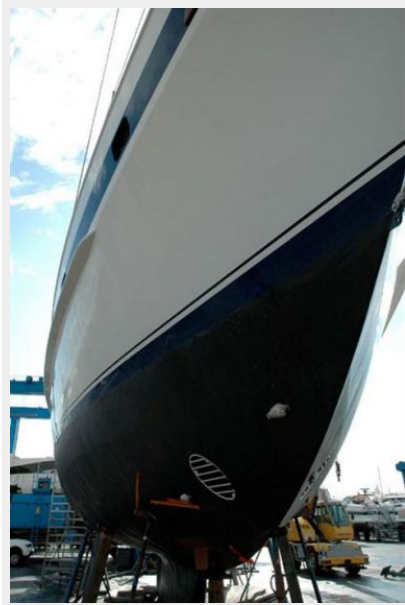




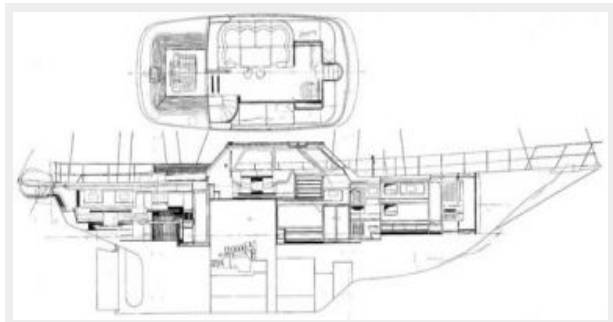
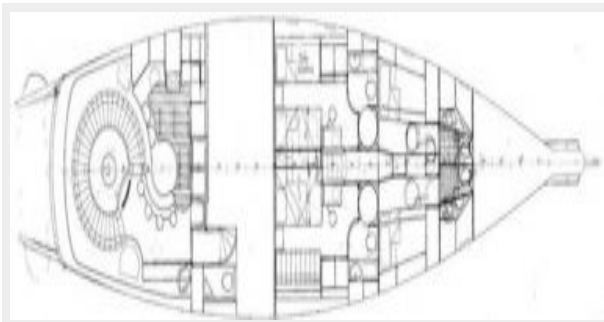














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