

DARWIN 86 — CANTIERE DELLE MARCHE



Судостроитель: [Cantiere delle Marche](#)

Год постройки: 2018

Модель: Моторная яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 85' 8" (26.10m)

Ширина: 24' 5" (7.43m)

Макс. осадка: 7' 7" (2.30m)

Крейс. скорость: 10 Kts. (12 MPH)

Макс. скорость: 11 Kts. (13 MPH)

Купить Darwin 86 — Cantiere delle Marche 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 Darwin 86 — Cantiere delle Marche а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	4
Обзор	4
Основная информация	4
Размеры	4
Скорость, вместимость и масса	5
Размещение	5
Корпус и палуба	5
Информация о двигателе	5
ПОДРОБНОЕ ОПИСАНИЕ	6
OVERVIEW	6
SUMMARY OF THE DARWIN 86	6
BOAT INTERNATIONAL ARTICLE ON THE DARWIN 86	6
SPECIFICATIONS	8
CdM- AWARDS & MARKET STATISTICS	9
Исключения	9
Отказ от ответственности	9
ФОТОГРАФИИ	10
SiSTER-SHIP	10
SiSTER-SHIP	10
SiSTER-SHIP	10
SiSTER-SHIP	10
SiSTER-SHIP	10
SiSTER-SHIP	10
SiSTER-SHIP - SUNDECK	11
SiSTER-SHIP - SUNDECK	11
SiSTER-SHIP - MAIN SALON	11
SiSTER-SHIP - MAIN SALON	11

SiSTER-SHIP - MAIN SALON	11
SiSTER-SHIP - DINING	11
SiSTER-SHIP - DINING	12
SiSTER-SHIP - WHEEL HOUSE	12
SiSTER-SHIP - WHEEL HOUSE	12
SiSTER-SHIP - SKY LOUNGE	12
SiSTER-SHIP - GALLEY	12
SiSTER-SHIP - GALLEY	12
SiSTER-SHIP - GALLEY	13
SiSTER-SHIP - MASTER CABIN	13
SiSTER-SHIP - MASTER CABIN	13
SiSTER-SHIP - MASTER BATH	13
SiSTER-SHIP - GUEST CABIN	13
SiSTER-SHIP - VIP CABIN	13
SiSTER-SHIP - GUEST CABIN	14
SiSTER-SHIP - GUEST BUNK ROOM	14
SiSTER-SHIP - CREW MESS	14
SiSTER-SHIP - ENGINE ROOM	14
SiSTER-SHIP - LAZZARRETTE	14
SiSTER-SHIP	14
SiSTER-SHIP	15
SiSTER-SHIP	15
КОНТАКТЫ	16
Контактная информация	16
Телефоны	16
Время работы	16
Адрес	16

ХАРАКТЕРИСТИКИ

Обзор

- 7,000nm range at 8.5 knots
- 6,000nm range at 10 knots
- 4 cabin layout with full beam master and huge VIP cabin that can be considered a second master
- Steel hull, full displacement
- Superior build quality
- Italian style

Each Cantiere delle Marche yacht is custom built for the individual client and has a personality of its own. Whether it is the custom color of the hull & superstructure, layout of the sundeck, interior decor, or the general arrangement floor plan - every detail is customized for that specific buyer. Combining quality, style, over engineering, & a family approach to business and the end result is a shipyard unlike any other. When you decide to build a yacht at Cantiere delle Marche you truly become part of the family and start on a long adventure ending with the delivery of a personalized yacht that exceeds your highest expectations. DYSID:2689275

Основная информация

Тип судна: Моторная яхта

Подкатегория: Flybridge

Модельный год: 2018

Год постройки: 2018

Страна: United States

Открытая палуба мостика: Да

Размеры

Длина общая: 85' 8" (26.10m)

Длина по ватерлинии: 75' 1" (22.87m)

Ширина: 24' 5" (7.43m)

Макс. осадка: 7' 7" (2.30m)

Скорость, вместимость и масса

Крейс. скорость: 10 Kts. (12 MPH)

Крейсерская скорость поворота: 1500 Kts.

Макс. скорость: 11 Kts. (13 MPH)

Дальность на макс. скорости: 5000 Kts.

Чистый вес: 195 Pounds

Вместимость воды: 898.1849768 Gallons

Вместимость сточного бака:
260.20947122 Gallons

Объем топливного бака: 11095.226184 Gallons

Размещение

Всего кают: 4

Всего коек: 7

Спальные места: 10

Всего ком. состава: 4

Каюты экипажа: 2

Койки экипажа: 4

Спальных мест экипажа: 4

Комм. состав экипажа: 2

Корпус и палуба

Материал корпуса: Steel

Комплектация корпуса: Full Displacement

Цвет корпуса: Custom

Дизайнер корпуса: HydroTec

Дизайнер экстерьера: HydroTec

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: C12 287kW

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

OVERVIEW

The Cantiere delle Marche 'Darwin 86' is a true explorer yacht: steel displacement hull, long range, go-anywhere mentality and basically a commercial ship disguised as a yacht. The build quality exceeds classification requirements and is a testament to the yards goals of exceeding client's expectations. 195 gross tons, close to a 6,000+ nm range, large tenders, expansive lazarette space that can be configured into a custom dive shop, storage for fishing gear, additional freezer/refrigeration for provisioning, water sports equipment, advanced navigation equipments equivalent to that found on much larger 50+ meter mega-yachts - are all examples of what make the Darwin 86 a true world traveler. Her systems are autonomous and meant to be efficient & reliable so that the guests & crew on-board can reach the far corners of the worlds oceans in safety & all done in the comforts of yacht quality luxury finishes. Each Darwin 86 is built to order specifically at the request of the individual buyer. The interior decor, layout & accommodations, exterior deck spaces, lazarette, tenders & toys are all chosen as per each clients needs & requirements. In 14 months from the time contracts are finalized the Darwin 86 is delivered to the client. Complete technical & build specifications, multiple General Arrangement floor plans, additional interior & exterior pictures, navigation & communication equipment proposals are all available upon request. The Darwin 86 is like nothing else on the market today - client testimonials, numerous awards, countless articles, superior craftsmanship showcase Cantiere delle Marche as the highest build quality in the world, and all finished with Italian style.

SUMMARY OF THE DARWIN 86

The Darwin 86 is a beautiful and muscular horse, bred for its intelligence and willingness to work. The same goes for Cantiere delle Marche's Darwin series, a range of sturdy explorer-style vessels "bred"—or rather, developed—for their long-range and seakeeping abilities.

CdM hired naval architect Sergio Cutolo of Hydro Tec to design and engineer a range of yachts for owners seeking to fulfill their dream of a safe adventure at sea. The hull boasts a high bow and low fuel consumption yielding a range of up to 7,000 nm at 8.5 knots.

Within the Darwin's oceangoing package are the kind of refinements you'd expect to find aboard a luxury yacht, including a refined décor and high-end equipment.

BOAT INTERNATIONAL ARTICLE ON THE DARWIN 86

If there's ever a time for a yacht to put her seaworthiness to the test, it's during a 5,000 nautical-mile maiden voyage across the Atlantic. Add a few storms into the mix – one doling out 58-knot winds – including the tail end of Hurricane Sandy, and you really find out what an explorer yacht is made of. It was under these conditions that Percheron, the second Darwin 86 launched by

Cantiere delle Marche (CDM), traveled from Ancona, Italy, to Florida, arriving just in time for her US debut at the Fort Lauderdale International Boat Show. Reporting only a minor glitch in the bilge pump sensor during the crossing, Percheron proved her ocean-going ability and lived up to her name. 'We named the yacht Percheron [after] a French breed of draught horse, originally from La Perche, near Normandy,' says her owner. 'It is known for endurance, toughness and adaptability to different climates and conditions. I believe the Darwin [class] is all of that.' It was Charles Darwin, after all, who expounded that it is not the strongest of the species that survives, nor the most intelligent, but the one most responsive to change. Adaptability is key to CDM's Darwin class, both in the yachts' responsiveness to challenging weather conditions and in the design itself. The steel-hulled, 26.2 meter 86 series shares the same platform, as well as the same exterior styling and naval architecture by Sergio Cutolo, but each boat can be adapted to an owner's needs. 'That's the beauty of the metal boat,' says Vasco Buonpensiere, CDM's director of sales and marketing, 'the fact that you can really customize them.' From modifications of the exterior lines (see the difference between the bows of Percheron and the first Darwin 86, Vitadimare 3, or the completely different Furst 60) to layouts and detailing joinery, CDM offers an extraordinary amount of customization for a yacht of this size. While the builder has only been on the private yacht scene for a few years, it has decades of experience in commercial shipbuilding, and in many ways approaches a 26 meter yacht as it would a 70 meter ship. 'We start with a blank piece of paper – they all say that, but in this case it means that the only limits I give in designing the interior and layout are the main structural bulkheads and the tested naval platform,' says Buonpensiere. 'Whatever is not structural can be changed.' For Percheron's owner, adapting the Darwin 86 meant creating a family friendly explorer vessel. He had owned yachts and traveled to the usual spots, but the 43-year-old had plans for extended cruising with his young brood, which includes children aged one, two, three and 14. 'We regularly have family and children on board, so full-displacement, robustness, stability both in cruise and at anchor and general safety features, were given high importance,' says the owner. 'Also key was [the] ability to cruise long stretches, serviceability and reliable systems.' Iroko, a heavy-duty wood used outdoors on working boats, was chosen indoors on Percheron for its durability. Low sofas in the saloon are comfortable for children and adults alike, while large windows offer views. Instead of a second saloon, the sky lounge above is a playroom with a plethora of entertainment including a PlayStation. To host a family with four children for long-term travel, Percheron needed personalized cabins. For the younger children, the lower-deck starboard cabin has two upper berths and one lower with pop-up rails. There is considerable floor space and wardrobe space under one of the upper berths, as well as generous headroom to make it adult friendly. The mother requested an extra-large bath in the en suite where she could bathe all three small children at once. The full-beam master is also on the lower deck, almost amidships. A partition wall separates the bed, with custom fabric headboard, from the office. Elm painted white, used throughout the yacht, lends a calming effect to this space. The decision to place the master here was easy, as Buonpensiere explains. 'These are explorer yachts, meant to cruise extensively during the night, so [main deck] isn't the best place to have the cabin. Second, on this size of boat, a main-deck master cabin is never going to be as large as the one below.' Instead, crew and operational areas take up prime real estate forward of the saloon: the galley to port; crew mess starboard; two en suite cabins for the captain and two crew forward; the bridge just above. Not only does sequestering the crew area allow yacht operations without interrupting guests, but

on long voyages, it is important crew have their own space. But this design is not meant to divide guests and crew at all times. The crew mess with washing machine, dryer and three fridges, has a sofa for five where the owner might sit for his morning coffee or the children can take a meal. Percheron is designed for long range, in both her endurance and in her provisioning prowess. She has another three large fridges in the galley and a big freezer below. 'We have a volume normally seen on a boat of 35 meters,' says Buonpensiere. 'You have this volume, but the cost of a 24 meter boat – buying it, maintaining it... We're giving a lot of boat for the money.' On the bridge, it's most easy to forget you're on a 26 meter boat, where at 5.4 meters up, you feel the height of the yacht. This feeling won over Percheron's owner. '[She] had the same interior space as a 110-foot (33 meter) fiberglass boat we had been looking at,' he says, 'and 25 to 50 per cent more than other new designs of similar LOA that we considered.' While much attention has been paid to her interior spaces, Percheron's outdoor realms haven't been neglected. The aft deck, which has a day-head and shower, is purposefully sparse to accommodate seating, playing or tender stowage. One level up, the sundeck has a huge C-shaped sofa, ideal for al-fresco dining. Forward of the bridge is an inviting bow lounge-seat. CDM's DNA in shipbuilding is exemplified in the 86's exceptionally spacious engine room. There is excellent headroom and space to crawl under the engine: easy access that's designed to facilitate frequent maintenance. Other ideas passed down from larger vessels include a bilge oil cleaner, useful on Percheron's trek to the Eco-conscious Galápagos Islands, the first of many far-flung adventures for the owner and his family. A yacht called Darwin using technology to adapt to the island chain that Charles Darwin himself made famous... We think he would've approved

SPECIFICATIONS

DIMENSIONS

Length, overall	26.10m / 85.63 ft
Length, waterline	22.87m / 75.00 ft
Beam, maximum	7.43m / 24.42 ft
Depth, amidship	4.00m / 13.12 ft
Draught, at full load	2.30m / 7.55 ft
Displacement, full load	195t / 192 long ton

TANK CAPACITIES

Diesel Oil	38.000 l / 10050 US gal
Fresh Water	3.400 l / 900 US gal
Black Water	1.000 l / 260 US gal
Grey Water	2.100 l / 550 US gal
Clean/Dirty Oil	420 + 420 l / 110 + 110 US gal
Ballast (fresh water)	4.000 l / 1060 US gal
Bilge	1.000 l / 260 US gal

PROPULSION

Engines	2 x CAT C12 287kW @ 1800 RPM
Transmission	2 x ZF W325 i+3.958:1
Diesel Generator	2 x 50kW Kohler or equivalent
Bow/Stern Thrusters	Electric 35/25 kW
Stabilizer Fins	Electrical

PERFORMANCE

Max continuous speed	11.5 knots
Cruising speed	10.0 knots
Range	5300 nmi @ 8.5 knots

ACCOMMODATION Guest : 8 (+2) p / 4 Cabins Crew : 4 p / 2 Cabins

CdM- AWARDS & MARKET STATISTICS

The organisational structure of the Cantiere delle Marche Shipyard is flexible and highly skilled, thanks to a team that has designed and built thousands of metres of steel and aluminium ships in leading shipyards, both in Italy and abroad. On the strength of this wealth of know-how, plus its long-term relationships with the industry's leading professionals, the Cantiere delle Marche Shipyard is capable of working alongside its clients throughout the design, development and construction of any steel or aluminium yacht, guaranteeing attentive management of each phase of the effort by teams assigned to that particular project, so as to ensure the top-flight quality and production excellence typical of all the Shipyard's vessels.

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

SISTER-SHIP



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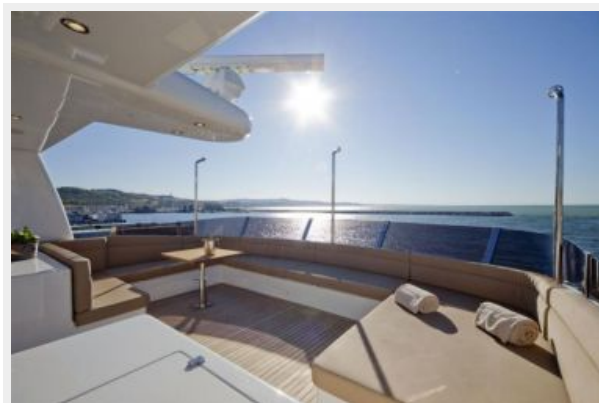
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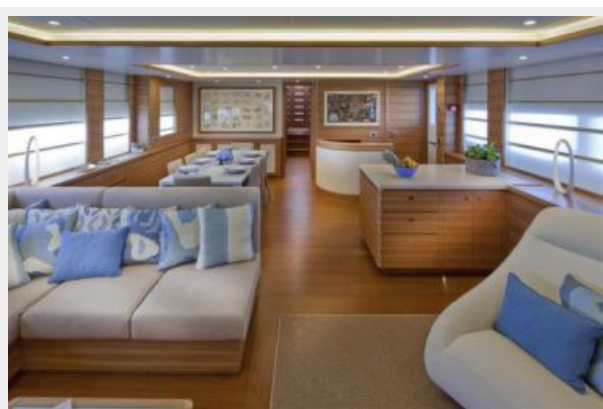
SISTER-SHIP - SUNDECK



SISTER-SHIP - SUNDECK



SISTER-SHIP - MAIN SALON



SISTER-SHIP - MAIN SALON



SISTER-SHIP - MAIN SALON



SISTER-SHIP - DINING



SiSTER-SHIP - DINING



SiSTER-SHIP - WHEEL HOUSE



SiSTER-SHIP - WHEEL HOUSE



SiSTER-SHIP - SKY LOUNGE



SiSTER-SHIP - GALLEY



SiSTER-SHIP - GALLEY



SISTER-SHIP - GALLEY



SISTER-SHIP - MASTER CABIN



SISTER-SHIP - MASTER CABIN



SISTER-SHIP - MASTER BATH



SISTER-SHIP - VIP CABIN



SISTER-SHIP - GUEST CABIN



SISTER-SHIP - GUEST CABIN



SISTER-SHIP - GUEST BUNK ROOM



SISTER-SHIP - CREW MESS



SISTER-SHIP - ENGINE ROOM



SISTER-SHIP - LAZZARRETTE



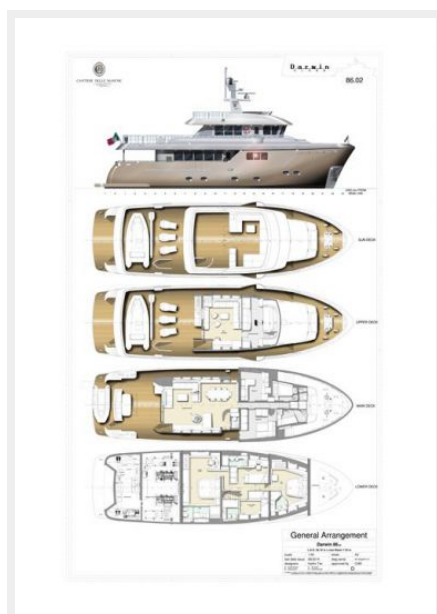
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КОНТАКТЫ

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



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STE 213, Dania, FL 33004