

SILVER WIND - HYBRID — ISA YACHTS



Судостроитель: ISA YACHTS

Год постройки: 2014

Модель: Моторная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: Italy

Длина общая: 143' 2" (43.63m)

Ширина: 27' 3" (8.30m)

Макс. осадка: 5' 0" (1.51m)

Крейс. скорость: 26 Kts. (30 MPH)

Макс. скорость: 32 Kts. (37 MPH)

Купить **SILVER WIND - Hybrid** — **ISA 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 **SILVER WIND - Hybrid** — **ISA YACHTS** 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	4
Размещение	5
Корпус и палуба	5
Информация о двигателе	5
ПОДРОБНОЕ ОПИСАНИЕ	6
General Description	6
Accommodation	6
Main Specifications	6
Speed and Range	6
Hull	7
Superstructure	7
General Painting	7
Propulsion and Generation	7
Piping	8
Air Conditioning	8
Anchor Windlasses	8
Warping Capstans	8
Stabilizers	9
Bow Thruster	9
Steering Gear	9
Stern Platform	9
Stern Gangway	9
Teak Deck	9

Electric System	10
Machinery Controls, Alarms and Instruments	10
Electronics / Entertainment System	10
Classification and Certification	11
Brokers Comments	11
Исключения	12
Отказ от ответственности	12
ФОТОГРАФИИ	13
КОНТАКТЫ	19
Контактная информация	19
Телефоны	19
Время работы	19
Адрес	19

ХАРАКТЕРИСТИКИ

Обзор

Основная информация

Тип судна: Моторная яхта	Модельный год: 2014
Год постройки: 2014	Страна: Italy
Открытая палуба мостика: Да	

Размеры

Длина общая: 143' 2" (43.63m)	Длина по ватерлинии: 119' 9" (36.49m)
Ширина: 27' 3" (8.30m)	Макс. осадка: 5' 0" (1.51m)

Скорость, вместимость и масса

Крейс. скорость: 26 Kts. (30 MPH)	Дальность на крейсерской скорости: 540
Макс. скорость: 32 Kts. (37 MPH)	Чистый вес: 240 Pounds
Вместимость воды: 1320.86026 Gallons	Объем топливного бака: 8189.333612 Gallons

Размещение

Всего кают: 4

Всего коек: 8

Спальные места: 8

Всего ком. состава: 5

Каюта капитана: Да

Каюты экипажа: 4

Койки экипажа: 5

Спальных мест экипажа: 5

Комм. состав экипажа: 3

Корпус и палуба

Материал корпуса: FRP

Материал палубы: Teak

Комплектация корпуса: Modified V-Hull

Цвет корпуса: Silver Grey

Дизайнер корпуса: ISA

Дизайнер экстерьера: Andrea Vallicelli

Дизайнер интерьера: Nuvolari Lenard

Информация о двигателе

Двигатели: 2

Производитель: MTU

Модель: 16V4000M93L

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

General Description

The yacht is designed with a planning, proven "Modified V" shaped hull powered by twin MTU 16V 4000 M93L Diesel engines connected to two jet drives. Also attached to the reduction gearboxes is a hybrid EcoProp propulsion system by Siemens®, which allows to cruise at low speed with the two jets powered by two electric motors. This yacht is designed and built in accordance with RINA Rules for Charter Yachts and MCA LY2 Code requirements. The Builder : ISA GROUP srl-Ancona Exterior stylist : Andrea Vallicelli Interior design : Nuvolari Lenard Naval Architecture : ISA Shipyard Ancona

The yacht has three decks: 1. Lower Deck 2. Main Deck 3. Sun Deck

Accommodation

The vessel's accommodations are as follows: **Guest Area:** Master Stateroom at main deck VIP Stateroom Two guest Cabins (double bed) Massage & Beautician Spa Room with sea balcony. **Crew:** Three Crew Cabins, One Captain Cabin

Main Specifications

LOA: 43.63 m LWL: 36.49 m Moulded Beam: 8.30 m WL Beam: 7.31 m Moulded Depth: 4.05 m Design Draft at Full Load: 1.51 m Light Ship Weight: 195 tons Displacement at Full Load: 240 tons Displacement at Half Load: 215 tons Trial Displacement: 210 tons Gross tonnage: 298 GRT Fuel capacity: 31.000 litres Fresh Water Capacity: 5.000 litres **MACHINERY** Main engine type 2 x MTU 16V 4000 M93L Main engine power 2 x 3440 KW @ 2100 rpm Propulsion 2 x water jets KAMEWA 80 S3 Generators 1x 135 KW + 1x 275 KW + 2x125 KW shaft generator Stabilization system Fixed Fin with electric motor

Speed and Range

The yacht on sea trials ran at a maximum speed of 32 knots and a cruising speed of 26 knots. The cruising speed corresponds to the 75% of the maximum power. The yacht is estimated to have a range at cruising speed of 26 knots of 540 nm, on the basis of 31000 lt fuel. Total fuel consumption will be determined by the MTU monitoring system and considering the fuel consumption to power the electrical equipment in use in day navigation in accordance with the electrical load schedule. When in hybrid mode, the yacht cruises at low speed of 8 knots with two main engines OFF; the two waterjets are then powered by the two electric motors connected to the gearbox PTI. The two diesel generators supply power to both the general switchboard.

Hull

The all-composite hull of the vessel is of Fibre Reinforced Plastic (FRP) construction producing a single, strong and durable structure. The exclusive use of the composite materials in the manufacture of the hull offers benefits in terms of improved thermal and noise insulation, resistance to corrosion, strength and less maintenance. The Composite construction provides an excellent balance in terms of weight savings and vessel's performance achieved through the use of state of the art construction techniques with proven success. Materials used for the construction of the hull have been fully approved by the Classification Society.

Superstructure

The yacht's superstructure are also constructed in Fibre Reinforced Plastics with PVC cores and local reinforcements. The result is a single, strong, lightweight and durable structure. Exclusive use of composite materials in the manufacture of the deck and superstructure offers the benefits of an improved thermal and noise insulation, easy maintenance and reduced weight.

General Painting

Hull topside and superstructure are meticulously faired and finished in a metallic light grey paint. Bands in the way of window lines are painted black.

Propulsion and Generation

General The main propulsion system consists of two marine diesel engines driving two water-jets through reduction gear-boxes. The two lateral gearboxes drive a variable displacement hydraulic pump. Those provide oil pressure to operate the jet steering system. The main ship electrical generation power system consists of two variable speed diesel generators and one shore connection. Main engines and generators are resilient mounted to minimize noise and vibration. The yacht is also equipped with a hybrid propulsion system, EcoProp by Siemens®, which allows it to cruise at a safe low speed of 8 Knots with the two jets powered by two electric motors connected to the gearbox PTI. The system includes the following: 2x gearboxes by ZF, with Power Take In to connect an electric motor / shaft generator 1x Variable speed diesel generator of 135 KW in a sound shield 1x Variable speed diesel generator of 270 KW in a sound shield 1x Central main switchboard 2x Frequency drives for control of electric propulsion 2x Switchboards for ship electric loads, including power filters 1x Propulsion power management system 2x Electric motor / Shaft generator of 125 KW. **Main Engines** Two diesel engines MTU 16V4000M93L rated at 3440 kW at 2100 RPM are installed in the engine room. The engines are flanged to the ZF gearboxes, which are provided with a PTO to connect one electric motor of 125 KW. During the navigation at cruising speed, the electric power for the ship is generated by the two shaft generator on the gearbox PTO. In this mode, the two diesel generators are OFF. **Main Generators** The vessel is provided with two diesel generators of 135 KW and 270 KW

respectively, 380 V, 50 Hz 3 phase, variable speed, resiliently mounted and installed with in sound shields. A Power Management System (PMS) is used to control the load sharing, auto-start and shut down of generators. Synchronizing facilities shall be provided and the two generators shall be capable of automatic parallel operation. Each main generator shall be capable of selection as stand-by unit and to be started automatically on blackout. **Shore Connection** A 100 KVA shore connector/isolation transformer shall is installed. The shore power switch board is incorporated into the main switch board. One 30 meter length, 125 A, 400 VAC 50 Hz 3 phase white shore power cable of soft type is connected to the transformer. **Water-jets** Twin KaMeWa 80 S3 water-jet assemblies, complete with standard equipment as supplied by the water-jet maker are installed.

Piping

All plumbing is of approved marine type using non-corrosive materials appropriate for the intended application. All piping shall be arranged neatly and in good marine practice. All through hull fittings are bronze and/or fibreglass installed in accordance with R.I.NA and Builders standard detail. Generally piping material used through the yacht is as follows: Sea intakes: GRP Sea water: Cu-Ni 90/10 Fresh water: Stainless steel in the engine room and polypropylene outside Black water: PVC outside engine room and s/steel in the engine room Lubricating oil: Steel Hydraulic fluid: Steel Compressed Air Stainless steel AISI 316 Fuel: Steel Drainage: Flexible nylon reinforced hose w. double stainless steel hose clamps Bilge: Cu-Ni 90/10 pipes and fittings with bronze or stainless steels valves and strainers. Fire main: Cu-Ni 90/10 pipes and fittings with bronze or stainless steels valves and strainers.

Air Conditioning

An air conditioning plant with centralized units. In general all living quarters and interior spaces is provided with fan-coil units that receive their fresh air through fresh air units. All sanitary spaces are provided with forced exhaust ventilation. The air conditioning system is designed and installed with the purpose of providing the maximum comfort of the guests and crew through the control of: temperature, humidity, air purity and velocity.

Anchor Windlasses

Two MZ Electronics vertical electrical windlasses by 5.5 KW with capstans are installed on the foredeck. Control of the windlass is by a portable control with four meter wandering cable. A watertight electrical socket is provided in the foredeck area; when not in use the control is stored in a small locker in the foredeck hatch structure.

Warping Capstans

Two MZ Electronics electric capstans by 4.0 KW are mounted on the aft deck. Capstans are mounted so as to facilitate warping of the vessel with minimal interference to walkways and companionways. Capstans are operated via adjacent flush mounted fully sealed watertight foot switches.

Stabilizers

One set of full electric non retractable type anti-rolling fins are installed. The fins are constructed in fibre-glass with steel reinforcements. The system is designed to work dynamically underway as well as at zero speed when the boat is at anchor.

Bow Thruster

The yacht is equipped with a 55 KW electric bow thruster with two counter rotating propellers, placed in a dedicated tunnel, integrated into the hull structure. The thruster motor is controlled with a frequency drive.

Steering Gear

The steering system is integrated in the KaMeWa waterjet system. It is hydraulically powered through dedicated hydraulic pumps for each waterjet.

Stern Platform

A stern sliding platform is installed at stern of the yacht, integrated in the rub rail. The platform provides up-down function.

Stern Gangway

The vessel is outfitted with a gangway integrated into the aft main deck area. The gangway is of a electro/hydraulic type and is equipped with a remote control. The aft gangway includes the following features: Extension over the swimming platform of about 2.2 meter. Tilting capabilities (15° both up and down) LED lights In the underside a recessed track for fitting the telephone cable Stainless steel hand railing When the aft door, giving access to the beach area is open, the gangway is not operable.

Teak Deck

Teak decking is applied to the horizontal surfaces of the main deck, and the transom steps and aft platform. Teak decking has a minimum thickness of 10 mm with a 50 mm wide waterways.

The deck is traditionally laid with king-planks, bevelled raised margin plank at the superstructure sides, covering planks around the perimeter and proper detailing around the equipment installed on the deck surfaces.

Electric System

The vessel's electrical system is designed in general accordance with Classification Society and MCA requirements for short range. The vessel's AC electrical distribution system 400 V 50 Hz 3 phase four wiresystem with grounded neutral. Generally all the electrical motors, are 400 VAC, 3 phase, 50 Hz. Low power motors, are generally 220 VAC single phase 50 Hz. All large system motors are T.E.F.C. (totally enclosed) and class F insulated suitable for marine use. All motors are fixed on resilient mounts and mounted to ensure good circulation & ventilation; all motors over 5.0 KW power are electronically controlled by means of inverters. Electrical junctions accessible for service. The vessel's DC electrical distribution system is 24 VDC. The DC system is designed to provide for charging by static chargers of appropriate size, and shall incorporate switching to allow the starting of any main or auxiliary engine. The system also provides power for emergency lighting, fire detection and alarm systems. Radio communications equipment supplied by AC is provided with an automatic changeover to emergency batteries in the event of AC power failure.

Machinery Controls, Alarms and Instruments

The vessel is equipped with a monitoring system to monitor and provide alarm function for the vessel's equipment. The main station fitted in the pilothouse, with a group display at crew's lounge and engine room. The following screens are displayed in the system: Tank levels and high level alarms Bilge system Hybrid Ecoprop diagnostic Battery chargers and batteries Watertight doors and hatches Fire dampers Power Management System (ship to shore; shore to ship) External lights Main Engines Main Generators Miscellaneous

Electronics / Entertainment System

The organic integration of the systems that form the means of interface and control between the Owner, Guests and Crew represents the most important design principle of Entertainment, Communication, Security and Navigation systems. This unified approach requires that the architecture of the main electronic system be based on network framework and cabling which are, as far as possible, shared. Integration is intended as: effort to unify user interfaces; TCP/IP units; use of modular elements that can be assembled and connected in different ways to customize the system tailoring it to the Owner's needs. The fields to which this philosophy is applied are: digital entertainment with top level displays, amplifiers and speakers; full internet connectivity; worldwide coverage for telephony and fax; high level security and CCTV system; home automation services (lights control, curtains control, HVAC control). The following represent the general design rules applied for the selection of the main devices: use of last generation

devices to have the most current model at time of delivery; use of world wide distributed leader brands in the selection of devices in order to guarantee world-wide assistance.

Classification and Certification

The yacht is built under the survey of and in full accordance with the R.I.N.A Rules for the Classification of Charter Yacht including additional rules applicable to pleasure vessels for the assignment of the MCA LY2 Short Range Yacht compliance certificate and all amendments and notices issued up to the date of signing the Vessel.

Brokers Comments

One of the many aspects which make this motor yacht special and unique is her propulsion system. Together with a "traditional" propulsion system consisting of two marine diesel engines driving two Rolls-Royce Kamewa water-jets through reduction gear-boxes, which allow the yacht to run at the maximum speed of 32 knots and a cruising speed of 26 knots, the new ISA140 is equipped with a hybrid propulsion system supplied by Siemens, a world leader in the manufacturing of hybrid systems, which allows the following operational modes: *Navigation at high speed with two main engines ON; the electric power for the ship users is generated by the two shaft generator on gearbox. In this mode, the two diesel generators are OFF. *Navigation at low speed of 8 knots with two main engines OFF; the two water-jets are powered by the two electric motors connected to the gearbox. The two diesel generators also supply power to the electric users. The total fuel consumption is 90 l/h for a range of 2600nm, so extremely important for yacht transfer without guests onboard, as consumption goes from 55 l/Nm at max yacht speed to 11 l/Nm with electric mode on. The advantages of hybrid propulsion are countless. The large flexibility of operation modes in the first place. Then, depending on the operation mode of the vessel, the main engines and generators run less hours per year and when in operation, at higher loads. Both lead to less required maintenance cost. What is more, the main and auxiliary diesel engines can always operate at its peak efficiency, thus reducing the specific fuel consumption and gas emission. This shall also result in a drastically lower noise level in overall yacht ambient. It is expected that at 8 knots people on board should have a feeling as to stay on a sailing yacht. Last but not least there is a drastic improvement of redundancy. If the generators fail, two shaft generators will operate the electric users; if the main engines fail, the two generators can power the propellers. A further exceptional element is her fully custom-made bridge. ISA in-house electronic department coordinates a panel of important names in the field of electronic navigation systems, such as TRANSAS, which made the bridge concept, TEAM ITALIA, which designed the bridge console and ROLLS-ROYCE, which provides the custom-made waterjets control system. The result is a highly technological and pioneering I-Bridge, second to no other in terms of customization and integration, always in full compliance with safety regulation. The ISA 140 series produces the company's largest semi-custom superyachts of composite construction with hull and superstructure built from Fibre Reinforced Plastic [FRP]. The composite parts of ISA 140, such as the hull, the deck, the superstructure and the accessories, have been built with vacuum assisted resin infusion [VARTM]. In particular, the hull

is one of the biggest one ever made on a single mould and at one go. The result is a product with superior features in terms of lightness and stiffness, compared to the boats of the same category made with traditional techniques. Exterior design is the work of Andrea Vallicelli which carries a bold and dramatic feel from the exterior through into the interior spaces. Strong diagonal lines run from the sundeck to the stern, mirroring the flair of the distinctive sweeping staircases. With her 4 cabins, ISA 140 can accommodate 8 guests, who can enjoy navigation and at-anchor relaxing moments on the yacht's extensive outdoor spaces, a huge sundeck and a cosy beach area with a generous swimming platform. Comfort at anchor is guaranteed by fixed fin stabilizers with electric actuators. Interior design are signed by the renowned Nuvolari & Lenard Design.

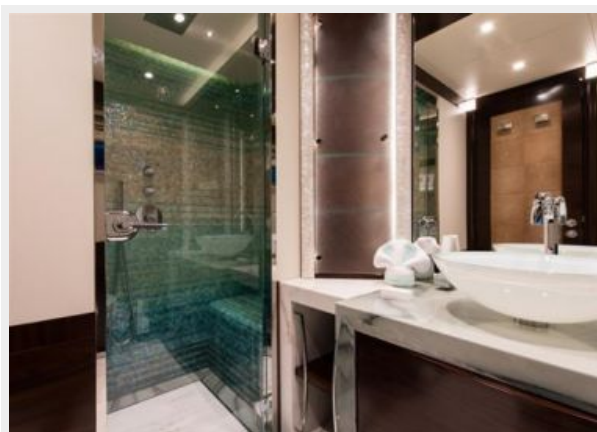
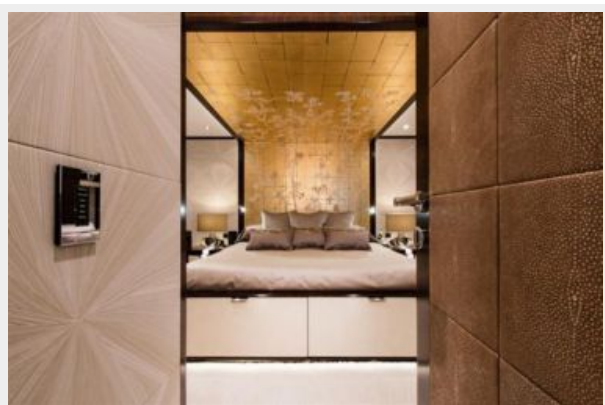
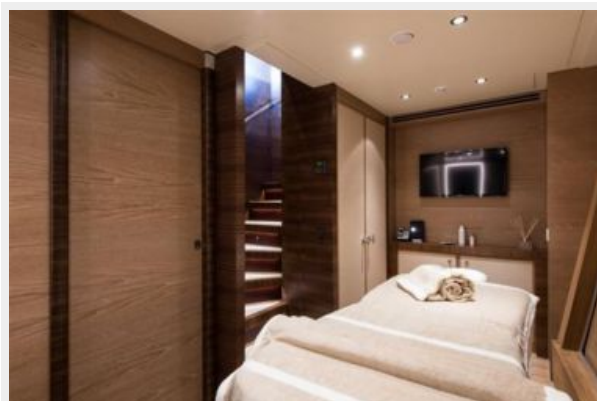
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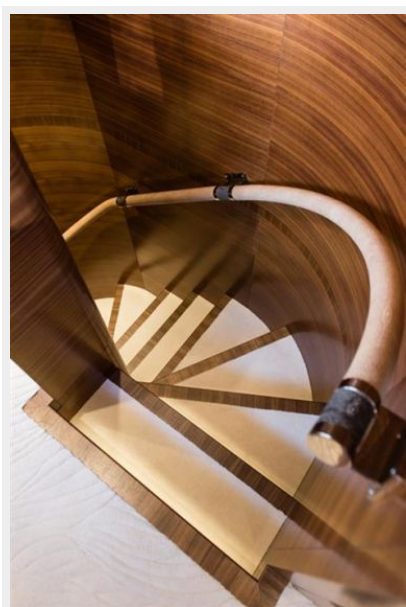
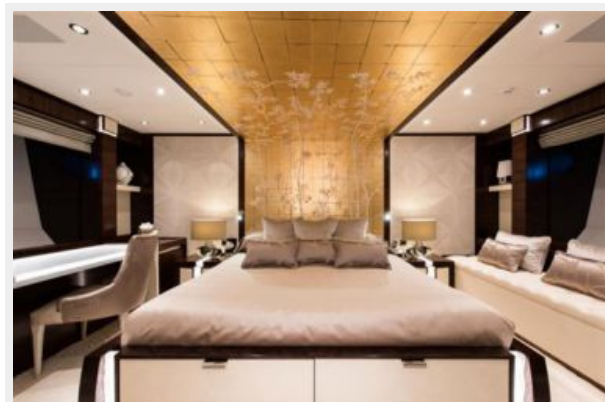
При продаже яхты исключаются личные вещи владельца.

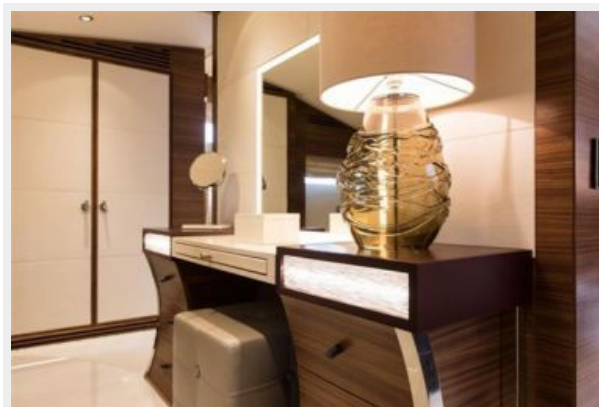
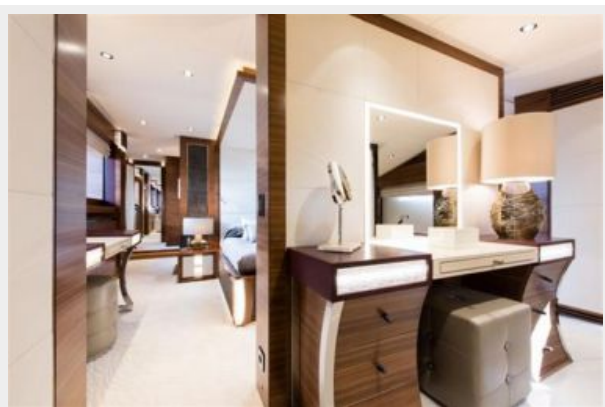
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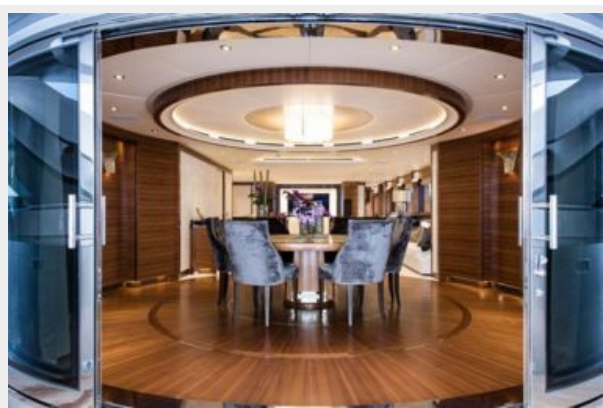
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ФОТОГРАФИИ

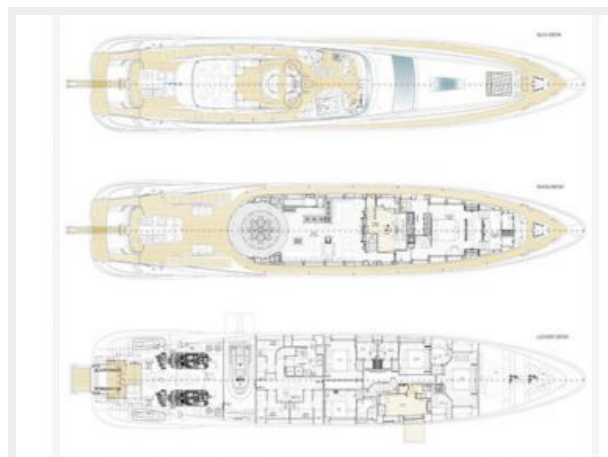












КОНТАКТЫ

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.

Контактная информация

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com

Телефоны

Краснодарский край: **+7(918)465-66-44**

США, Майами, Флорида: **+1(954)274-4435**

Время работы

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

Воскресенье: **Закрито**

Адрес



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