

MERI BALLETTI — NAUTOR'S SWAN



Судостроитель: NAUTOR'S SWAN

Год постройки: 2007

Модель: Крейсерская яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United Kingdom

Длина общая: 54' 0" (16.46m)

Ширина: 15' 7" (4.75m)

Мин. осадка: 8' 0" (2.44m)

Купить **MERI BALLETTI — NAUTOR'S SWAN** 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 **MERI BALLETTI — NAUTOR'S SWAN** 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	4
Корпус и палуба	5
Информация о двигателе	5
ПОДРОБНОЕ ОПИСАНИЕ	6
Broker's Comments	6
Construction	6
Machinery	8
Electrical Systems	8
Plumbing Systems	10
Tankage	11
Navigation Equipment	11
Domestic Equipment	13
Accommodation	14
Deck Equipment	18
Исключения	21
Отказ от ответственности	21
ФОТОГРАФИИ	22
КОНТАКТЫ	29
Контактная информация	29
Телефоны	29
Время работы	29
Адрес	29

ХАРАКТЕРИСТИКИ

Обзор

Superb looking blue Nautor Swan 53 that has never raced, rallied or been put away remotely wet. Updated and totally ready to roll. She is a honey.

Основная информация

Тип судна: Крейсерская яхта

Модельный год: 2007

Год постройки: 2007

Страна: United Kingdom

Размеры

Длина общая: 54' 0" (16.46m)

Длина по ватерлинии: 47' 2" (14.38m)

Ширина: 15' 7" (4.75m)

Мин. осадка: 8' 0" (2.44m)

Скорость, вместимость и масса

Водоизмещение: 48501.69764 Pounds

Вместимость воды: 135.256090624
Gallons

Вместимость сточного бака:
31.70064624 Gallons

Объем топливного бака: 182.27871588
Gallons

Размещение

Всего кают: 4

Всего коек: 7

Всего ком. состава: 3

Корпус и палуба

Материал корпуса: GRP

Материал палубы: GRP

Дизайнер корпуса: German Frers

Информация о двигателе

Двигатели: 1

Производитель: Volvo Penta

Модель: D2-75

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Broker's Comments

The Swan 53 is a state of the art, performance cruising yacht of simply the first quality from Nautor Swan. She is just at home making demanding ocean crossings as she is to taking a quick day trip to a secluded beach. She offers her owner comfort, luxury and style combined with good cruising performance and safe, steady behaviour wherever she sails. Stiff and robust, she is capable of making fast passage times and offers comfortable accommodation both above and below deck.

The Swan 53 is easy to sail and generously proportioned, reinforcing the principles of Nautor Swan's cruising range. These yachts offer modern innovative hulls that are beautifully designed and crafted to deliver an exceptional sailing experience.

MERI BALLETTI was launched in May 2007 and has been pampered since first touching the water. She has seen all the best cruising grounds and been carefully maintained with continuous upgrades and improvements, including a new set of cabin sole boards in 2014, a new generator in 2010, new North 3DL sails in 2012 and a complete mast and rigging service in 2011.

The last word in performance cruising, she can be easily cruised short-handed or raced competitively, MERI BALLETTI is a turn-key yacht that is ready for immediate delivery

Construction

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – "Ocean"

Hull, Deck & Superstructure Construction:

- The hull is of single skin construction using glassfibre reinforced isopolyester laminate with vinylester skincoat.
- Multiaxial or unidirectional fibres in selected areas.
- Structural bulkheads are of marine plywood with GRP reinforcements and bonded to hull and deck.

- Stiffener flanges are unidirectional lay-ups over hollow cores.
- Weather-resistant NGA type gelcoat NGA7177 (Signature Blue) for topsides, repaint by DuPont (2011). Cove, boot and coaming stripes in white gelcoat.
- Uncoloured gelcoat below waterline with epoxy barrier coat layers sprayed on bottom, and finished in black Micron Extra antifouling.
- Sea cocks of bronze for all through-hull connections below waterline, finished flush with outside and located in accessible positions.
- Inboard side of sea cocks fitted with stud long enough to take two hose clamps.
- Hydraulic opening bathing platform on transom.
- Deck is of sandwich construction, using multiaxial glass fibre reinforced isopolyester laminate.
- Low-density closed cell foam core, and is bonded to the hull.
- High-density core under deck fittings, reinforced coachroof to support forward mainsheet position.
- Deck surfaces finished in white gelcoat with double coaming stripes in stars and stripes blue.
- Teak toe rails with drain openings. Laid teak 9 mm nominal thickness in cockpits, coachroof, on side decks, around winches and on bathing platform, glued and vacuum bagged without screws.
- Teak deck refurbished in 2014 – this is the first deck sanding in the 8 year life of the vessel.
- Under helmsman's seat gas bottle locker port side, stowage starboard side.
- Two seats with back rest on each side.

Keel & Rudder:

- The fin keel is a lead casting with antimony and carefully finished to accurate shape
- Cast-in keel bolts are of high-tensile stainless steel.
- Rudder of foam filled GRP with tapered high-tensile stainless steel stock, supported by two self-aligning bearings.
- Weed deflector in front of rudder.

Machinery

Engine & Gearboxes:

- 1 x Volvo-Penta D2-75 diesel engine output 53Kw 72SHP at 3000 RPM.
- Engine space internally sound insulated, meeting SOLAS B-15 fire resistance requirements.
- Drip tray integral with engine bed.
- Engine and reduction gear are supported on flexible mounts.
- Fuel filter/water separator with water alarm and shut off valve on feed line to engine.
- Thermostatically controlled fresh water cooling system with a heat exchanger for the engine.
- Wet exhaust system for main engine, i.e. no water separator.

Maintenance & Performance:

- Engine hours approximately 4,650 in March 2014.
- Engine rebuilt in 2014.

Propulsion & Steering:

- Retractable bow thruster – MaxPower VIP 150.
- Joystick controls on both helm positions.
- Steering system with two 1.05 m stainless wheels with elkhide cover, 2.1 turns H.O. to H.O.
- Composite pedestals with roller bearings, brake, crash bar, integrated mug holders and instrument brackets.
- Emergency tiller stowed in lazarette.
- Saildrive with 4-blade Volvo folding propeller.

Electrical Systems

Voltage Systems:

- Wires are sized to minimise voltage drop.

DC System:

- 24 V DC system with insulated return.
- Batteries are 24V gelcell type for general service.
- Energys maintenance-free gel type located in a ventilated GRP box in the fwd cabin.
- Starting batteries for engine and generator maintenance free AGM type 12 V 50 Ah Optima Red Top located in ventilated GRP boxes.

AC System:

- 230V 50 Hz single phase three-wire grounded system.
- The AC system can be fed either by a Fischer Panda 9000 ND PMS 7.7kW, 9.1kVA diesel generator, 230V 32 A shore power inlet, or a 24/2500VA 230V inverter with transfer switch.
- Fischer Panda generator was new in 2010 and has 3532 engine hours as of March 2014.
- Shore inlet provided with polarity alarm, main switch, and land connecting cable.
- Outlets provided with earth fault protection.
- Connection to battery charger and water heater resistor element.

Battery Banks:

- Service battery bank -24v (626 Ah 20 rating).

Battery Chargers:

- Bow thruster MaxPower VIP 150 and two Optima batteries charged by 25A charger or splitter on service alternator.
- 24V 110A alternator with 3-step charge characteristics on the main engine for service battery bank.
- 24V 75A charger with 3-step charge characteristics, also for service battery.

- 12V 80 A engine alternator for the starting battery.
- The genset has its own alternator for its starting battery.

Alternators:

- Main engine service alternator – 110A.

Generator:

- Wet exhaust system for diesel generator, i.e. no water separator.
- Water is discharged below the waterline and exhaust gases from diesel generators exit under the transom.

Other Electrical:

- Electrical lubricating oil change pump connected to main engine and genset.
- For lightning protection the headstay, backstay (unless used as SSB antenna), main shroud chain plates and mast step are grounded to ballast keel bolts with heavy cable.

Plumbing Systems

Fresh Water & Water Heating System:

- Quooker water boiler with instant hot-water tap in galley sink.
- Hot and cold pressure water, with back-up foot pump for cold only in galley.
- Drinking water purifier.
- Sea water hoses of reinforced PVC tubing, fresh water hoses of nylon tubing.
- Consumable water can be heated either with engine cooling water, or with a heating element working on AC.
- Hot water tank capacity 75 litre. Heating element has been periodically renewed – most recently in Turkey 2013.
- Sea water spout in galley with foot pump.

- Battery driven refrigeration unit with separate thermostat control for refrigerator and freezer.

Watermaker:

- Seafresh Watermaker H208A, 230V producing 126L/H.

Bilge Pumps:

- Two manual Whale bilge pumps, one electric bilge pump in main bilge.

Tankage

- Fuel, black and fresh water tanks of stainless steel provided with baffles, inspection cover, sounding plug, and vent pipe.

Fuel:

- Total capacity of 690 litres.
- One filler line with strainer for each tank.
- Tanks vented to deck edge.

Fresh water:

- Total capacity of 512 litres.

Grey/Black water holding tanks:

- 2 x 60 litre black water tanks; 1 x forward, 1 x aft.
- Grey water collection for each head, discharged overboard by electric pump.
- Holding tanks for toilets, emptied by electrical pump or deck suction.

Navigation Equipment

- Two SUUNTO 5" magnetic compasses on steering pedestals.
- Quartz clock and barometer at chart table.
- Oregon Scientific Weather Station.
- Raymarine Autopilot.
- Raymarine Radar/Chart Plotter E120 with 12" colour display at Nav Station
- Raymarine E80 radar/chart plotters with 8.4" colour displays on either helm position
- Raymarine 18" 2Kw scanner (2014) and bracket on mast
- Additional Raystar 125 GPS with antenna
- Raymarine Smart controller

Raymarine Sailing Instruments including:

- Masthead unit for wind speed and direction
- Depth transducer with bronze housing
- ST60 speed/log sensor

Displays:

- Port Helm; Tridata Display; Analogue and digital wind display.
- Starboard Helm; Autopilot control; Analogue and digital wind display.
- Main Companionway; 3x ST60 Graphic display; Analogue wind display.

Computer Systems:

- Canon P90 printer at Nav station.

Communications Systems:

- Eurocom Iridium satellite telephone.

- AIS transceiver.
- Raymarine 240E VHF radio with handsets and speakers in cockpit and nav station.
- ICS Nav6A dual frequency Navtex.
- PA/Foghorn.
- Hotspot WIFI antenna.
- Sailor Fleet Broadband 250 from Thrane & Thrane.

Domestic Equipment

Galley:

- Double stainless steel sinks in forward section.
- Galley sinks drained through sea cock.
- Top-loading freezer.
- Additional refrigerator installed aft of Nav. station.
- Gimballed Force Ten gas oven with four-burner stovetop NEW 2010.
- Front loading refrigerator located aft and outboard.
- SOBA Babynova 1180 Rapid washing machine – NEW March 2014.

Heads/Showers:

- One deck shower with hot and cold water is installed at bathing platform, deck wash pump in foredeck.
- PAR electric toilets using sea water for flushing.
- Y-valve for discharge either to holding tank or overboard.
- Washbasins and shower trays drained with electrical pump.

Heating & Ventilation:

- Recessed and discreet ventilator fans in all cabins with variable speed control.

- Webasto Blue Cool Premium 38000 BTU central heating and air conditioning unit with fancoils: In Saloon 18000 BTU; In forward Cabins 6000 BTU; In Aft Cabin 4000 BTU; In Starboard aft cabin 4000 BTU; Temperature and fan control in all cabins; Includes dedicated shore power inlet.
- Natural ventilation in cabins
- Exhaust blowers in galley and heads.

Entertainment:

- 38" Sony Bravia television in saloon.
- Alpine CD/Radio at nav station with Ipod connection.
- Cockpit speakers.

Lighting:

- Comprehensive range of navigational and deck lights including HELLA Naviled LED navigation lights.
- Cockpit lighting on park avenue boom with dimmers.

Accommodation

Summary of Accommodation:

- Teak and oak are used for visible woodwork with hand rubbed satin finish.
- Floorboards made of plywood with top face of oak with teak stripes same satin finish as the interior; all floorboards are new in March 2014.
- Topsides where visible lined with wooden battens or removable vinyl panels.
- Mosquito screens and blinds for deck hatches.
- Saloon curtains in Orient Accident Saba 10.
- Two suction lifters provided.
- Structural bulkheads are of marine plywood with GRP reinforcements.
- Cabinets, tables, bureaus, seats, dressers etc. have rounded corners.

- Doors, partitions and paneling are teak faced solid plywood or foam-cored sandwich.
- Self-engaging latches with bumpers to hold doors in open position.
- Hanging lockers are equipped with rods and hooks.
- Drawers are secured with latches.
- Handrails at companion way and in saloon overhead.
- Companion way ladder with non-slip steps.
- Reading lights above each berth.
- Saloon table with Corian edge stripe.
- Upholstery: All fixed berths have foam mattresses over Scandi-Flex battens. For double berths 12.5 cm, (5"), for single berths 7.5 cm (3"), and for pipe cots 5 cm (2") thick mattresses.
- Owner's cabin with spring mattress instead of standard foam.
- Forward and aft cabin berths equipped with teak leeboards/canvas leecloths.
- Textile covers Annala Folk No. 2 with Velcro zippers mattresses.
- Saloon upholstery renewed in USA 2012 with Ultrasuede.

Hatches & Portlights:

- Hinged flush deck hatch for forepeak locker, windlass, chain box and bow thruster hatch.
- Lewmar Medium and Low Profile recessed hinging deck hatches.
- Four openable coaming portholes, three portholes in cockpit
- Parasol grey deckhouse windows by Form glass.
- Main companionway lockable sliding hatch of tinted acrylic with sliding drop board.
- In cockpit hinged GRP hatches to lazarette, and to stowage locker with space for life raft.
- Additional hatch over owner's head.
- Additional 60cm x 60cm hatch on foredeck positioned above pillow end of double berth.

Description of layout from forwards:

Forward Cabin (Master):

- Centerline double berth with storage lockers below.
- Hanging lockers on either side aft with sail storage locker to port.
- Writing/vanity desk with opening top and mirror above, dedicated Swan chair.
- Ensuite head aft to starboard with shower, washbasin, storage lockers and mirrors.

Forward Guest Cabin:

- Double berth outboard with storage lockers above and below.
- Hanging locker forward and inboard.
- Vanity desk with mirror.
- Safe mounted below berth.
- Adjacent head on starboard side with WC, shower, washbasin, storage lockers and mirrors.

Saloon:

- L-Shaped settee to port with dining table, seating for six persons.
- Book shelves and storage lockers outboard.
- 2x moveable Swan chairs inboard.
- Flat Screen television mounted on aft bulkhead port side.
- Ample storage below settees, behind backrests and in storage lockers.
- Custom made bottle storage locker forward.
- Overhead handrails.
- Nav. station to starboard.

Galley:

- Galley located on starboard side aft of saloon.

- Work surfaces finished in Corian, cameo white.
- Storage lockers and drawers for galley utensils and equipment.

Navigation Station:

- Forward facing navigators seat with opening-top chart table.
- Book shelved and storage lockers outboard.
- Instruments and monitors mounted flush on recessed panels.

Aft Cabin (Port):

- Double berth that can be separated into separate berths with leeboard.
- Hanging locker forward and outboard.
- Storage lockers above berth outboard.
- Mirror with teak frame.
- Adjacent head in port aft corner of saloon with WC, shower, washbasin, storage lockers and mirrors.

Aft Cabin (Starboard, Skipper):

- Single berth outboard that can be extended with additional mattress section.
- Hanging locker forward.
- Storage lockers below berth.
- Generator and washing machine installed inboard.

Engine Room:

- Engine access from saloon steps, panel in galley area and large panel in aft port cabin.
- Sound and vibration insulated with Rockwool lined panels.

Deck Equipment

Rig:

- Stainless steel chainplates, headstay recessed for under-deck furler.
- Main shroud chainplates bolted to reinforced web frames.
- Backstay chainplates attached to hull structure.
- Harken sheet tracks, cars, and blocks.
- Spinlock jammers and clutches.
- Additional padeyes for mainsheet position on coachroof.
- Offshore Spars mast built of extruded aluminium alloy sections painted white.
- Mast was removed and completely serviced in 2011 at Jamestown Boat Works, Rhode Island.
- Offshore Spars carbon fibre park avenue boom painted white.
- Double spreader 15/16 fractional rig with discontinuous shrouds, and 20 degree swept back aluminium spreaders with wide shroud base.
- Mast of oval section, with external track for full-batten mainsail.
- Additional track for tri-sail, Antal 40.
- Tapered and welded masthead with two gennaker sheaves, and one main halyard sheave.
- Two jib halyard sheaves, and one staysail halyard sheave.
- Internal wiring secured to mast. Folding footsteps on mast.
- Standing rigging of round Navtec rod. C550 rigging screws with stainless covers for main shrouds.
- Headstay with toggles at upper and lower end.
- Aramid inner forestay and running backstays.
- Hydraulic boom vang with high-pressure re- turn, tensioners for backstay and outhaul.
- Single gauge Navtec System 50 central control panel in cockpit.
- Custom made running rigging inventory.
- Main halyard with screw shackle, gennaker, jib and staysail hal- yards with snap shackles.

- Recessed Harken furler with furling line led to cockpit winch.
- Main sheet position on coach roof.

Winches:

- [C=Chrome, E=Electric, ST=Self-tailing]
- 2x 66 CEST – Primary winches.
- 2x 54 CEST – Mainsheet winches.
- 2x 50 CEST – Secondary winches.
- 2x 50 CEST – Halyard winches.
- Lewmar electric anchor windlass.

Sails:

- Mainsails – North Sails (2012) 3DL Marathon, Fully Battened; North Sails (2007) Tri sail.
- Upwind – North Sails (2012) furling genoa; North Sails (2007) storm jib.
- Downwind – North Sails (2007) asymmetric spinnaker with sock.

General:

- Removable high gloss varnished teak cockpit table with folding leaves.
- Lifeline gate both sides amidships, and in pushpit.
- Pulpit, pushpit and lifeline stanchions 600 mm high of stainless steel, with bases bolted through deck.
- Additional bathing ladder attachment points on either side Midship.
- Folding carbon passerelle from Exit Engineering 216cm long including padded stowage bag, carbon spreader bar, stanchions and lifting connections. Clear coat carbon finish.
- Owner's Manual in English with directions for use and maintenance, drawings and diagrams for main systems and handbooks for machinery and components.
- Two 6 kg aluminum LPG tan.

Anchoring & Mooring Equipment:

- Alloy mooring cleats and fairleads at bow and stern.
- Two mooring cleats amidships Spacing conforming to ORC requirements.
- Stainless steel stemhead fitting with one anchor roller.
- One 27 kg CQR anchor on Stemhead.
- 100m of 10mm stainless steel anchor chain.
- Four mooring lines 20m each. 6 Air fenders with lines.
- Boat hook.

Covers, Canvas & Cushions:

- Two canvas bags for halyards tails, one on each side of the companionway.
- Teak seats integrated into pushpit on either side.
- Large spray hood over the companion way with a recess in the deck, including a canvas cover over the recess. Center of Sprayhood opens and can be rolled up.
- Padded canvas stowage bag for cockpit table.
- Bimini over forward end of cockpit.
- Bimini over aft end of cockpit with two viewing panels.
- Zip-in section of canvas goes between helm station bimini and boom mounted sun screens.
- Sun awning for park avenue boom.
- Cockpit cushions and exterior throw pillows.
- Sail cover.
- Transom cover.

Tender & Outboard:

- Screw-in tender lashing padeyes on foredeck.

- Honda 3.20m inflatable dinghy.

Safety Equipment:

- Three folding eyes for jackline attachment in cockpit.
- Liferaft mounted on pushpit, valid until September 2014.
- Two jackstays of webbing for side decks, one double for cockpit.
- Safety belts for navigator and cook.

Fire-fighting equipment:

- Clean Agent (FM200) fire extinguishing system for engine room space.
- Fixed fire extinguisher in engine space with release handle at companionway.
- Portable extinguishers in interior, one in galley, one forward. Fire blanket in galley.

Исключения

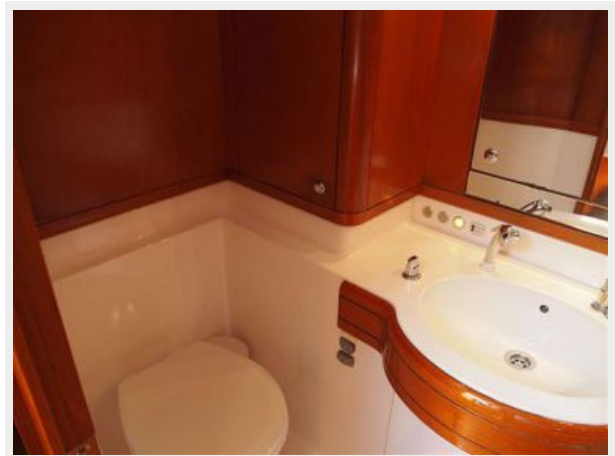
При продаже яхты исключаются личные вещи владельца.

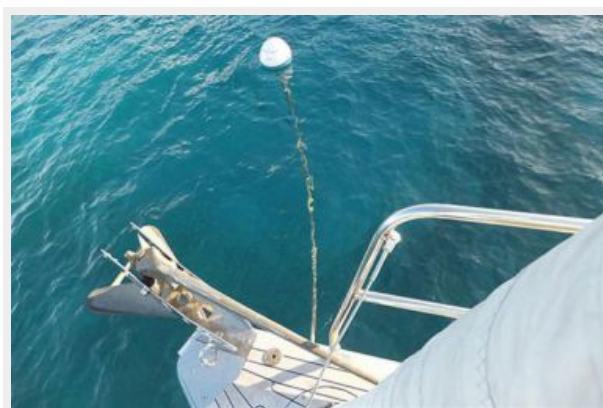
Отказ от ответственности

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.

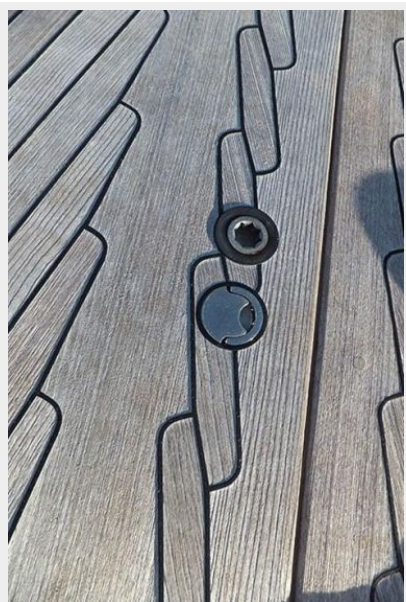
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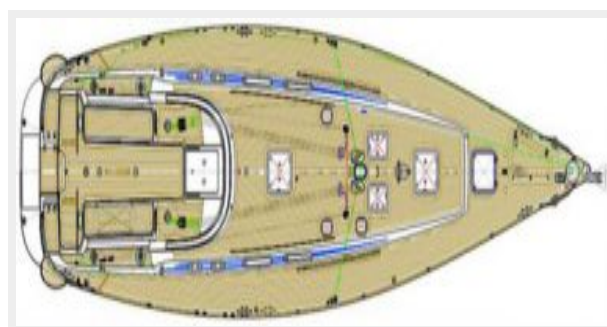
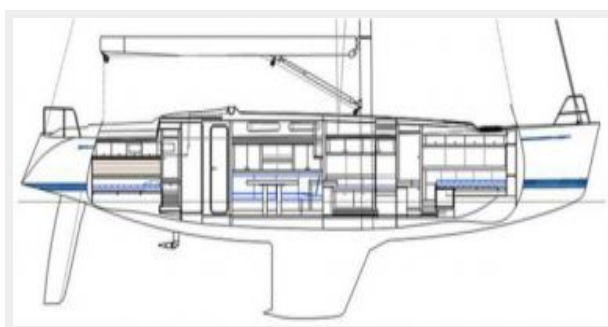


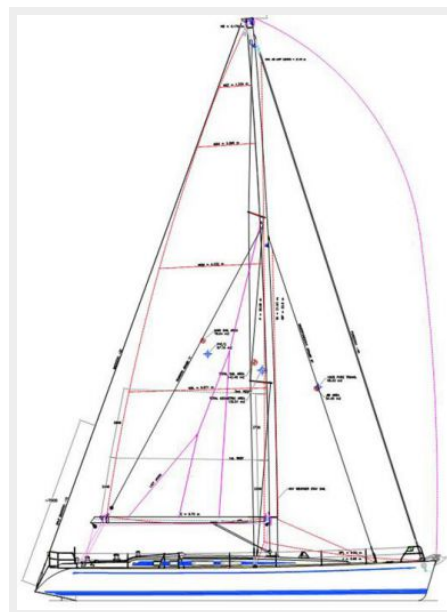
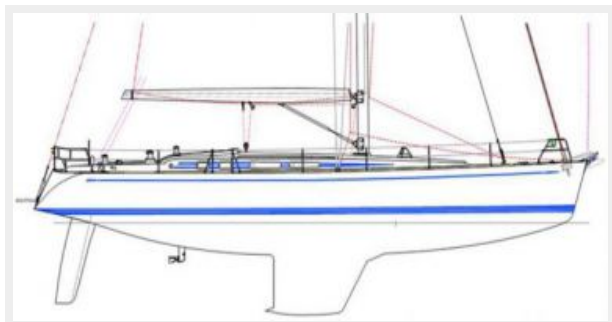












КОНТАКТЫ

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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