

INTERCEPTOR XII — RODMAN



Судостроитель: [RODMAN](#)

Год постройки: 2005

Модель: Моторная яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: Greece

Длина общая: 105' 0" (32.00m)

Ширина: 19' 11" (6.07m)

Мин. осадка: 4' 11" (1.50m)

Крейс. скорость: 21 Kts. (24 MPH)

Макс. скорость: 24 Kts. (28 MPH)

Купить **INTERCEPTOR XII — RODMAN** 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 **INTERCEPTOR XII — RODMAN** 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

Обзор

RODMAN is a highly respected shipyard in Spain that has been building leisure and patrol type boats for over 30 years. Currently the Rodman Group is the oldest company in its sector in Spain with a wealth of uninterrupted for nearly 40 years. During these years, have built and delivered, in the shipyards of the Group, more than 13,000 boats. This background and experience have enabled the Group to position itself as one of the shipbuilding groups, more established at European level.

The design of the hull bottom of the RODMAN 105' is highly seaworthy for navigation and based on long experience both in model tests and true scale tests. The craft's hull shape give high performance with a high degree of comfort during navigation and optimum behavior at sea – the characteristic of RODMAN vessels. The 21° dead rise angle and the longitudinal position of the underwater hull center have been optimized to minimize pressure resistance and friction on the vessel service speeds. The arrangement of the spray rails contributes to a suitable sustaining and stability of the heading and to keeping the deck dry. This vessel is constructed to the highest standards as per SSC – Special Service Craft rules and Certified by the Lloyd's Register of Shipping as per above mentioned rules, for obtaining the class notation "X 100 A1 G4 YACHT HSC".

INTERCEPTOR XII was especially designed and built as the personal yacht for a very important head of state who wanted a very sound and extremely solid vessel.

Her construction incorporates the high demand of a seasoned military leader. The outcome was a unique fusion of strength and stability as well as the comfort, quality and safety of a world class motor yacht. Completed in late 2005 and delivered early in 2006, she was moored and powered, but never to leave her berth until well after the passing of her owner in 2009; and then, only to be delivered to her present location.

Her hours are true and original and comprise only time in transit from one delivery destination to another.

INTERCEPTOR XII is a remarkable opportunity for buying a yacht that has been built with no expense spared and having a carbon Kevlar hull she has the most solid proven hull of any material available today.

Основная информация

Тип судна: Моторная яхта	Подкатегория: Flybridge with Euro Transom
Модельный год: 2005	Год постройки: 2005
Год обновления: 2013	Вид обновления: New Paint, Updated interior
Страна: Greece	Открытая палуба мостика: Да

Размеры

Длина общая: 105' 0" (32.00m)	Ширина: 19' 11" (6.07m)
Мин. осадка: 4' 11" (1.50m)	

Скорость, вместимость и масса

Крейс. скорость: 21 Kts. (24 MPH)	Дальность на крейсерской скорости: 450
Макс. скорость: 24 Kts. (28 MPH)	Водоизмещение: 209439.1489 Pounds
Вместимость воды: 660 Gallons	Вместимость сточного бака: 211 Gallons
Объем топливного бака: 3302 Gallons	

Размещение

Всего кают: 3	Спальные места: 6
Всего ком. состава: 3	Каюта капитана: Да
Каюты экипажа: 2	Койки экипажа: 4
Спальных мест экипажа: 4	Комм. состав экипажа: 2

Корпус и палуба

Материал корпуса: Kevlar Composite

Дизайнер корпуса: Rodman Polyships

Дизайнер экстерьера: Rodman Polyships

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: C-32 Acert

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Boat Highlights

a) Forepeak : area extending from the aft to the bow watertight bulkheads. b) Double bottom : area extending from the forward engine room bulkhead and below the floor of the lower accommodation area. From bow to stern, the bow propeller tunnel, sea wage tanks, freshwater tanks and fuel tanks are located. c) Lower accommodation area : area extending from the bow watertight bulkhead and the bow watertight bulkhead in the engine room. This area is divided into two perfectly differentiated zones, each with their own access: crew area with a quadruple cabin and one individual cabin and the VIP zone, with one cabin for the Commander and another for the Authorities, both with their own toilets. d) Engine room : area extending from the forward engine room bulkhead and transom. This compartment contains the main and auxiliary engines, waterworks, general pump and fire fighting services, batteries and daily fuel oil service tank. e) Upper cabins area : area forming the superstructure, containing the wheelhouse, galley, toilet, saloon, dining room with bar and accesses both to lower accommodation area and fly-bridge. f) Aft deck area : deck area between the aft part of the superstructure and the transom, in the stern part fitted with a sliding seat, access on both sides to the side gangways and stern platform. Area with access to the fly-bridge. g) Fly bridge : area over the superstructure, with a U-shaped seat, built-in rest area and twin pilot post to the bow. Astern, area for stowing two auxiliary boats and the corresponding service crane RAILING AND EXTERNAL HANDRAILS Fly-bridge surrounded and protected by polished 38 mm exterior diameter, 1.5 mm thick stainless steel hand rails, 1000 mm high in terms of the flybridge floor. The 8 mm thick Perspex windscreen is integrated into the bow and side parts of this railing. In the exterior deck sides and access ways, access steps to the fly-bridge and side steps in the bow rest area fitted with polished, 38 mm diameter stainless steel tube handles. To protect access to the cockpit, two gates in 38 mm diameter polished stainless steel tube railing, 1.5 mm thick are fitted. Gate fitted with special hinges with 0 and 90° locking. LADDERS, FLOORS AND GRATING Aluminum ladders supplied, with non-slip steps for access to the engine room. For accessing the aft platform, vessel fitted with a BESENZONI SI 401 electrohydraulic ladder which, when folded down, is fully integrated into the aft platform on the port side. For accessing the aft platform, vessel fitted with a stair formed by a central stainless steel tube with wooden steps. For inside access to the fly-bridge, vessel fitted with a stair formed by a central stainless steel tube with wooden steps. In the engine room, a sheet grating in 4 mm aluminium sheet, with non-slip tread will be fitted. Protections for the propeller shaft are made with this aluminium sheet to avoid accidents. Lower cabin flooring in laminate GFRP in sandwich to give greater resistance and minimum weight.

Safety & Fire Protection

FIRE FIGHTING SYSTEM Vessel fitted with a CONSILIUM fire fighting alarm unit, with smoke detectors in engine room, galley and various compartments of the vessel, with additional temperature detectors in engine room. This unit has the capacity to discern in which area the fire is located. Main alarm panel to be located in the wheelhouse. Machine gas flooding system FM-

200 type, by SEA FIRE, activated from outside the engine room will be fitted for fire fighting purposed in the engine room. Engine room to be fitted with visual and audible alarm. The vessel will be equipped with ten portable certified fire extinguishers, 2 kg dry powder type. Individual capacity is 8 A-70B-C. LIFE SAVING SYSTEM AND COMPONENTS Vessel includes two semi-rigid auxiliary boats, ZODIAC PROJET 350, 3.50 m in length, suitable for 4 men capacity. Boats to be driven by a diesel engine and water jet propulsion system. Vessel includes two life-rafts for 8 men capacity each, certified to SOLAS type A. Vessel includes approved lifejackets for each person on board, as well as 4 lifebuoys, 2 of which have light and rocket. This vessel is constructed as per SSC – Special Service Craft rules and will be Certified by the Lloyd's Register of Shipping as per above mentioned rules, for obtaining the class notation "X 100 A1 G4 YACHT HSC". The vessel is built according to the following standards: - Regulation for prevention of accidents at sea, 1972, and the IMO Resolution A736/18 Nov. 1993. - Classification Society Regulations.

Hull

The vessel's hull is built with GRP mainly comprising E fibreglass multi axials laminated with polyester resin certified and approved for marine use. The first two layers on the hull are laminated with Vinylester resin to obtain a solid protection against absorption of water and external chemical agents. Additionally, Kevlar fibres are used so that the structure is optimized as far as weight and resistance to impact absorption are concerned. Construction was conducted in approved installations for this type of shipbuilding by the Lloyd's Register of Shipping Classification Society. The hull is built on a single mould. The laminating process on the mould starts with the application of GEL-COAT, so that colour of the hull it is built-in into the hull laminate. Cavities and hollows under the exterior layer of gel coat will be avoided to ensure no easy breakage or cracking of this last colour gel coat layer. In the laminates, there will be no faults such as irregular thicknesses, excess humidity in the fibreglass, excessively accelerated polymerization, air inclusion, blisters, cracks or fissures. The components of the material used in construction, such as resins, gel-coats and fibres and the thickness and scantlings throughout the structure will comply with the Regulations of the Classification Society and the rules to be applied. The hull and other structures are built in line with good construction practice and workmanship for this type of vessel in order to reduce the concentration of stress in orifices, transitional points, discontinuities, changes in form, etc. as much as possible. There are no wrinkling, sharp edges, ripples and changes in colour pointing to a careless construction. The moulds used will be in optimum conditions, so that there will be no surface faults such as sink holes or cuts. The exterior skin of the bottom are monolith type to absorb the pressures to which it will be subjected during navigation. Sides to be formed by laminated sandwich to make maximum use of the interior space, while maintaining adequate resistance to the forces that it will have to withstand. Hull and deck are moulded by hand on negative moulds. Keel and stem are moulded with the exterior skin of the bottom and sides forming one single piece. Lamination of the keel, stem, external skin of the bottom and sides have a thickness in accordance with the specifications of the Classifying Society. Three complete watertight bulkheads are fitted. These bulkheads are sandwich type GRPF board with a PVC core. Deck built in the same manner as

the hull by fibreglass multi axials laminated with polyester resin certified for marine use, forming a sandwich type structure. Deck continuous to permit moving from bow to stern in safety. Exterior side to be painted and finished with a non slip finishing. Aft deck area fitted with a flush, screwed hatch to allow for easy manoeuvring of a eventual removing of main engines, generators or other large engine room elements. Transversal structure includes bulkheads and frames provided for in the project and spaced and sized adequately to ensure the required structural resistance. Longitudinal structure comprises longitudinal reinforcements on each side of the hull bottom. This longitudinal structure is reinforced in the engine room area for construction main propulsion engines foundations. In the upper part of the laminate of each of these longitudinal reinforcements, a steel sheet is embedded with adequate dimensions as to be able to fit the engine base bolts. Struts are fitted in the engine room area to increase rigidity and resistance of the structure in this area and as this area is subjected to vibrations from the drive system. These struts will be made in stainless steel tube. Mechanically joined to the deck, the superstructure built in marine aluminium alloy, presents a perfect, shiny finishing with no rippling.

Mechanical

Propulsion is made by twin marine engines make CATERPILLAR, with the following main characteristics: 12 cylinder "V" diesel engine, with direct injection, turbocharged with after cooling, providing each 1652 HP. With a 32.10 litre capacity in accordance with IMO in terms of NOx. This modern engine is fitted with an electronic injection control and has electronic synchronization for both engines. Reverse Reduction gears are make ZF, Model 2060 V, with a reduction ratio of 2.02:1 and a 10° output angle in terms of the engine axle. Engine and reducing gear to be coupled by the corresponding universal joint transmission. Shafts in AISI 329 stainless steel, a material with excellent mechanical properties and resistant to corrosion. Diameter of the same to be of 80 mm. High performance propellers in bronze-aluminium with 5 blades, approximately 940 mm in diameter. Shafts brackets are to be built in bronze-aluminium. Semi-compensated bronze-aluminium rudders with their corresponding box to be fitted on the transom. Rudders to be fitted slightly to the exterior to allow for removing the propeller shafts without removing the rudders. FUEL OIL FACILITY The vessel is fitted with various stainless steel tanks arranged in the double bottom, with a total capacity of 12,500 litres. One of these tanks will be fitted in the engine room and will provide daily fuel oil service. Said tanks have an inspection cover, top-up inlet with stainless steel cover, air hole, indication level on the wheelhouse, drain cock in lower part and copper pipe for feeding and return. These tanks are certified by the Classification Society. They may be filled up either on the port or starboard side. The system in general comprises stainless steel piping to connect the tanks and copper piping for feeding and return valves. Each main and auxiliary engine fitted with independent line, with fuel pre-filters suited to the requirements of said engines. Two AZCUE pumps (one on stand-by) for pumping out fuel specially designed for the purpose. FRESH WATER SERVICES Two stainless steel freshwater tanks, with a total capacity of 2,500 litres. These tanks are fitted with fill up inlets, air hole and indicator level on the steering bridge. One active filter fitted at the tank discharge point and a SEARECOVERY U.V. sterilizer. Two electric heaters are fitted for heating up freshwater, each with 100 litre accumulators. The entire system is pressurized by the corresponding G & R

pressure pump unit, with two pumps, one on stand-by, with a capacity of 80 litres/min. and with a 60 litre accumulator heater. All washbasins, showers (including the one in deck) and galley sinks to have hot and cold water supply. Cold water hoses are in reinforced PVC, and hot water hoses are specially designed for operating at temperatures of up to 100°C. A fresh water tap is fitted in the engine room. Vessel fitted with the corresponding port socket with pressure regulator for connecting up when docked without risk to the piping and systems inside. A SEARECOVERY inverse osmosis freshwater generator with an approximate capacity of 4000 litres/day will be fitted. This system includes the corresponding high pressure pumps and filters. WASTE WATER DISCHARGE SERVICES All discharges from the washbasins, showers and sinks are collected in an 800 litre capacity marine aluminium sewage tank. This tank has the corresponding anti-odour filter. This tank is unloaded by a G & R discharge crusher pump with an approximate capacity of 4,500 litres/hr., at 35 m.c.a. or alternatively, by emptying systems available in port via the connection in the deck tank designed for such purpose. Pump is manually operated to avoid accidentally emptying the tank in areas where this is forbidden. To ensure correct discharge of the showers, small tanks with submersible water pumps for the showers are fitted to the waste water storage tank. SEWAGE DISCHARGE SERVICES Odourless toilets in the bathrooms incorporate the SEALAND discharge system, comprising a pump and emptying generator as well as an 800 litre capacity marine aluminium storage tank. This tank is fitted with the appropriate anti-odour filter. Discharging this tank is by a G & R discharge crushing pump, with an approximate capacity of 4,500 litres/hour at 35 m.c.a., or alternatively, the emptying systems in port can be used with the connection in the deck tank. AIR CONDITIONING SERVICES The vessel is equipped with an air conditioning system comprising insulated plastic piping connecting the "CHILLED" system, by CRUISAIR, located in the engine room, with the fan coils distributed throughout the ship's accommodation areas. Compressor units arranged in the engine room will be MTC72 and MTC60, independently feeding the lower and upper cabins. Each is fitted with a refrigeration capacity of 72,000 and 60,000 BTUs respectively. Both in the upper and in the lower accommodation areas, suitably distributed units will be fitted to produce both cold and warmth air to the different compartments in the vessel. This system is completed with the corresponding flow and cooling pumps using sea water, with one sea water pump per compressor and one per flow circuit. VENTILATION IN THE ENGINE ROOM Engine room equipped with forced ventilation by means of 2 ventilators and 2 extractor fans. Extractors by G & R have an individual capacity of 5,000 m³/hr., are arranged astern. Ventilators arranged astern have a 15,000 m³/hr. capacity to ensure correct air flow in all areas. Air intake has the appropriate section for the consumption requirements of the main engines and avoids room temperatures rising by over 14°C. A G & R make remote control shut-off is available for closing the ventilation orifices from outside the engine room to make it possible to smother a fire due to lack of air. EXHAUST SYSTEM Main engines are equipped with wet exhaust system so that exhaust gases are released mixed with sea water from the flow. This allows for the use of a specific rubber tubing for the temperature of the wet exhaust, as approved by Lloyd's Register of Shipping. Gases are discharged through the vessel's hull bottom to ensure reduction of noise level and of smoke emission being released outside the vessel. To avoid excessive counter pressures when the vessel is stopped or at low speed, a main exhaust by-pass line is fitted. This bypass, leading out to the side of the vessel, is fitted with the corresponding silencer fitted in the exhaust line. All diameters of the piping shall be in accordance with the engine manufacturer's

recommendations. The stretches of exhaust piping that are not mixed with the exhaust gases shall be suitably insulated with rock wool for temperatures of up to 600°C and aluminum clad sheet. The exhaust line for the auxiliary engines will have a diameter as approved by the manufacturer. This will be a wet exhaust line with rubber piping similar to that used for the main engines, with the corresponding silencer and water separator fitted on the exhaust line.

STEERING SYSTEM Vessel is equipped with a BCS electro hydraulic unit with two pumps (one on standby) for driving the rudders. Vessel may be steered from either of the two steering positions. In the event of failure in the electro hydraulic unit, the same manual orbitrol steering system linked to the steering wheels can drive the rudders, although considerably increasing the number of rotations required to provide steering. Piping is divided into stretches of copper and hydraulic tubing. Both types of tubing are designed to withstand work pressures of approximately 60 bars maximum pressure in the electro hydraulic unit.

CATHODIC PROTECTION SYSTEM Two independent earth plates are fitted, one for the communication system and the other for the remaining of the electrical equipment on board. Vessel fitted with anodes joined to all metal elements on the vessel in contact with the water, via the corresponding metal wire. Vessel fitted with anode protection linked to all the 5.9 kg/per unit metal components on the transom, two circular anodes on the rudders and two conical anodes on the ends of the propeller shafts. Additionally, a 100 A ZINC SAVER II galvanic shield is fitted to protect the vessel's anodes from excessive deterioration when docked.

OIL CHANGE SYSTEM Vessel fitted with a fixed installation to make emptying and filling the main engines and reducing gear with oil easier, via a REVERSO pump, incorporating a manifold to facilitate changing oil.

BOW PROPELLER Vessel fitted to facilitate docking and undocking manoeuvres with a BCS model BP-104 twin hydraulically driven forward manoeuvring propeller, with a cylinder diameter of 360 mm and power rating of 35 HP. Bow and flap propeller is driven by a BCS common electro hydraulic unit.

FLAPS Vessel fitted with electro hydraulic flaps so that, in certain navigational conditions, they improve trimming, with double flap cylinder

INSULATION On the sides of the engine room, bow and stern bulkheads and roof of the same, sound and fire proofing by HALYARD 3037, 45 mm thick, with two layers of high density core are fitted to reduce noise and reduce its transmission to a minimum. This material complies with ISO 9094 for fire prevention characteristics. This insulation is fitted with rock wool to make fire prevention adequate. Sides and ceilings of the superstructure also insulated with rock wool, areas with difficult access to be sprayed with self-extinguishing polyurethane foam.

GENERATORS Two generators make STAMEGNA SM 600 45 kW units fitted in the engine room, with four cylinder diesel engine, 1500 RPM, 72 HP, with 3860 c.c. engine capacity Alternator is three-phase, 380 V/50Hz, four pole synchronous, selfenergized and self-adjusting, with electronic voltage control at +1.5%. Alternator unit mounted on elastic blocks, fully sound-proofed to keep noise and vibration transmission to a minimum. Sound-proofing housing to be in aluminum, coated with sound-proofing material. Hours on the Generators are: Port 280hrs Starboard 300hrs

Electrical Equipment

GENERAL AND WIRING All the electrical system, both at the construction stage and during installation, complies with the standards set by the Classification Society. Switches, fuses and

breakers are standardized as much as possible to make it easy to acquire spare parts. Bulkhead fitting watertight to allow for approved wiring to be passed through. Special care is taken in laying the wiring to minimize radio electric interference. Wiring is screened whenever needed.

ELECTRIC SWITCHBOARDS AND DISTRIBUTION CIRCUITS The electronic switchboards comprises MASTERVOLT modules. This panel is equipped with switches for the various on board services, fitted with safety breakers switches. All connections on the panel are to be properly indentified. There are three main switchboards, one with 380 V A.C., other with 220 V; another has 24 V D.C. Each of these switchboards includes ammeter, voltmeter and frequency meter fed by A.C. Each output to circuits is equipped with a manual bi-polar switch for 380 and 220 V, and one uni-polar switch for 24 V DC, shielded by an automatic magneto-thermal breaker switch. Vessel equipped with two 220V/24V converters with a 2.5 Kw capacity each, so that both T.V., DVD, sound equipment and refrigerator can be used for a certain time without having the generators working.

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BATTERIES, BATTERY CHARGER AND SHORE POWER CONNECTION BOSCH battery are fitted for the on board DC services, with a capacity of at least 400 Ah. To start up the main engines, BOSCH batteries are included, with a capacity of at least 400 Ah, although the engine manufacturer's requirements will be taken into account when defining the same. For start up of the generators, BOSCH batteries with a capacity of at least 200Ah will be included. For emergency purposes for the navigation and communication equipments operation, BOSCH batteries will be fitted with a capacity of at least 200 Ah. All batteries fitted with a general switch. To couple and uncouple the batteries, a control panel is included in the wheelhouse. Additionally, the vessel is to be fitted with a load distributor for the batteries. Vessel fitted with three MASTERVOLT automatic marine battery chargers, each with a capacity of 24 V DC / 100 Amp. Earthing with MARINCO connectors, 25 m long and 380V/50Hz.

LIGHTING In general, all interior lighting on the vessel are by CANTALUPI. Engine room to be fitted with specially designed lighting for the particular area in which they are located. Vessel fitted with a remote controlled FRANCIS LITE 300 searchlight on the mast. Navigation lights by AQUASIGNAL are to be in accordance with the Regulation for the Prevention of Collisions at Sea.

ANCHORING AND MOORING MANOEUVRES In the bow of the vessel it is fitted an anchor windlass with a stainless steel bow roller acting as a guide when lowering the anchor as well as for lifting anchor. Hydraulically driven MUIR HR6000HYD windlass, with local and remote control. 90 kg anchor with high holding power, and 14 mm diameter x 110 metre long galvanized steel chain. For mooring manoeuvres, 8 bites (4 per side) in stainless steel are fitted firmly joined to deck. To facilitate mooring operations astern, vessel is fitted on both sides and astern with two MUIR model VC4000 HYD hydraulically driven vertical winches.

WINDSCREEN WIPERS Vessel equipped with five (one per window) EXALTO or similar pantograph type

windscreen wipers. A small tube is built-in in the arms, connected to the freshwater, for cleaning the windows.

Deck Equipment

DECK TEAK FLOORING Aft platform and all areas in the main deck lined with a 12 mm thick teak floor. In the same manner, teak will be fitted on the fly bridge floor. AUXILIARY CRANE A BESENZONI G311 electro-hydraulic crane fitted on the fly bridge fitted to lift and lower auxiliary boats. This crane allows for a horizontal rotation of up to 270°, 52° in vertical and maximum extension of 3500 mm. Maximum lifting capacity is 600 kg. MAST A marine aluminum mast fitted over the fly bridge will be fitted. Bases are located on said mast for the various antennae for the navigation and communications equipment. In the center of the mast, high up, a small mast is located as a base for the navigation lights.

Master Stateroom

SHIPOWNER'S CABIN - GFRP floors. Later finish in easily removable mat. - Upholstered walls. - Furnishing and doors in noble woods. - Upholstered ceilings. - Cupboards with light, coat-hangers and dividing shelves. - Large double bed, 2 m wide, with large sized drawers along sides. - Dressing table with jewellery box to starboard. - Sofa to port. - Access to bathroom on both sides. - Courtesy lights and reading lighting on sides of the beds and general lighting. - Fold-down portholes on both sides. - Furniture with built-in flat screen 21" T.V. at foot of bed, SONY or similar.

Master Head

SHIPOWNER'S CABIN BATHROOM - One-hand control taps in shower, washbasins and bath. - Tops in CORIAN®. - Full bath accessories. - Large sized shower with glass screen and hydro massage column. - Hydro massage bath. - Walls and ceiling in GFRP. - Furnishing in noble woods. - Large sized mirrors. - Fold-down portholes. - Built-in electric extractor - Odourless toilets with emptying system. - Washbasin and double independent bidets.

VIP Stateroom 1

VIP CABIN (second Master Cabin equal size as master) - GFRP flooring. Later finish in easily removable mat. - Upholstered walls. - Furnishing and doors in noble woods. - Upholstered ceiling. - Cupboard with light, coat-hanger and dividing shelves. - Large double bed, 2.00 m. wide, with large sized drawers along sides. - Dressing table with jewellery box to starboard. - Sofa to port. - Access to bathroom on starboard. - Courtesy lights and reading lighting on sides of the beds and general lighting. - Fold-down portholes on both sides. - Furniture with VIP CABIN BATHROOM - One-hand control taps in shower and bath. - Tops in CORIAN®. - Full bath

accessories. - Large sized shower with glass screen and hydro massage column. - Walls and ceiling in GFRP. - Furnishing in noble woods. - Large sized mirror. - Fold-down porthole. - Built-in electric extractor. - Odourless toilet with emptying system. - Washbasin and bidet

Salon

- Two independent lounge and mess areas. - Furnishing in noble woods, with large bottle furniture. - Mess with circular table to seat at least 8. - Lounge with sofas on the port side and armchairs on starboard side. - Interior access to the fly-bridge. - Upholstered ceilings including noble woods. - Indirect and general lighting. - Audiovisual system-home cinema with 32" flat screen T.V. LCD, DVD and SONY sound equipment with output in each of the cabins. - Upholstered walls. - Small daytime toilet. - Bar counter

Captains Quarters

- GFRP flooring. Later finish in easily removable mat. - Upholstered walls. - Furnishing and doors in noble woods. - Upholstered ceiling. - Cupboard with light, coat-hanger and dividing shelves. - Single stow-away bed. - Own bathroom with washbasin, shower and odourless toilet with emptying system.

Crew Lounge

CREW AREA - Four bed cabin with bunk beds and individuals lockers. - Bath with independent shower, washbasin and odourless toilet with emptying system. - Mess for six men, with 21" SONY T.V. - Small BOSCH cooker with 24 litre microwave. - Washing area with washing machine and MIELE dryer.

Galley

MAIN GALLEY - Located on the bow side of the saloon, on the port side, with access door direct from deck. - Furnishing in noble woods with panelled electrical appliances. - Independent MIELE refrigerator and freezer. - MIELE vitro ceramics cooker with 4 rings. - MIELE or similar multi-function oven. - Twin basin sink. - CORIAN® top. - MIELE or similar dishwasher, 60 mm width. - MIELE or similar extractor hood. - BOSCH or similar microwave, 24 litres capacity with grill and stainless steel finish. - Floors in wood.

Pilothouse

WHEELHOUSE - Control panel in two levels in GFRP, leather lined in dark colour to avoid reflection. - Central steering position. - Electrically adjustable leather lined seat with multiple electrical adjustments. - Angle adjustable steering wheel. - Electric panels in lower part of the

console. - Starboard access to crew area. - Port area with seats aligned in C shape. - Access to outside on starboard side.

Fly Bridge

FLY BRIDGE - Accesses from deck and from inside via large sized NEMO hatchway. - Double central steering position with angle adjustable wheel. - GFRP furniture with BOSCH barbecue, small sink and refrigerator. - Large U-shaped seat with height adjustable table. - Solarium on the starboard side with large size store inside. - Astern, work area with Crane and two auxiliary boats.

Aft Deck

AFT DECK - Outside mess area with a large size rectangular teak table. - Side accesses to the aft platform. - Side accesses to vessel gangways giving access to the bow.

Bow & Stern

BOW AREA - Large working area for mooring and anchoring manoeuvres at the bow. - Large side rest areas.

Electronics

NAVIGATION AND COMMUNICATIONS EQUIPMENT In the wheelhouse, vessel fitted with the following navigation and communications equipment: - VHF FURUNO FM8500 with continuous DSC on channel 70, in accordance with GMDSS according to IMO. 25 W output power. - FURUNO FR2115 radar with open array 6.5 ft. antenna. TRC 21" display with multicolour daytime vision. Incorporates EPA and ARPA systems, in accordance with the IMO standards. - A GPS / CHARTPLOTTER FURUNO GD-1900C, with 10.4" antireflexive screen. Over 50 presentation modes. Storage capacity for 8,000 points for course plotting and marking, 1,000 waypoints and 200 planned routes. Incorporates antenna for GPS GP320B, with 12 channels. Cartography supplied covering the coasts of the navigation area of the vessel. - Marine GPS navigator, in accordance with the IMO standard, with WAAS and DGPS receiver. - FURUNO FCV-581L depth sounder, with 6.5" colour screen. Automatic selection of optimum scale and visual and audible alarms for depth and sea water temperature. Dual frequency 50 and 200 KHz transducer. - One weather chat receiver FURUNO FAX-208 MARK-2. Automatic channel search for optimum reception and print out on thermal paper. - One NAVTEX FURUNO NX-500 receiver, in line with the SOLAS and IMO requirements, with visual and audible alarm for urgent messages. - One SIMRAD AP50 automatic pilot providing automatic steering, incorporating the adaptive speed response system. - VHF marine radiotelephone meke ICOM 1C-A110 with air band frequencies, incorporating the VFO function and priority searches. - Three portable

MOTOROLA GP 140 VHF units. - An emergency satellite radio beacon EPIRB KANNAD 406. - A SERPE RESCUE radar transponder. - A RAYTHEON RAY430 megaphone unit with two loudspeakers located outside the bridge and four distributed throughout the accommodation areas. - Two steering magnetic compasses each located in the wheelhouse and fly bridge, with a minimum card diameter of 135 mm. - A satellite communications system, MINI M THRANE & THRANE model TT-3064 A, with telephone, fax and data communications. Antenna with stabilized platform.

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.

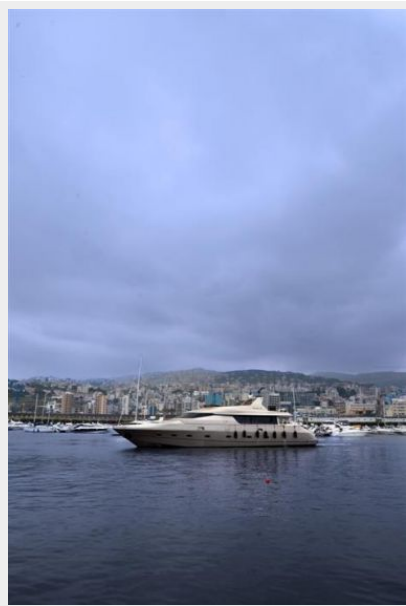
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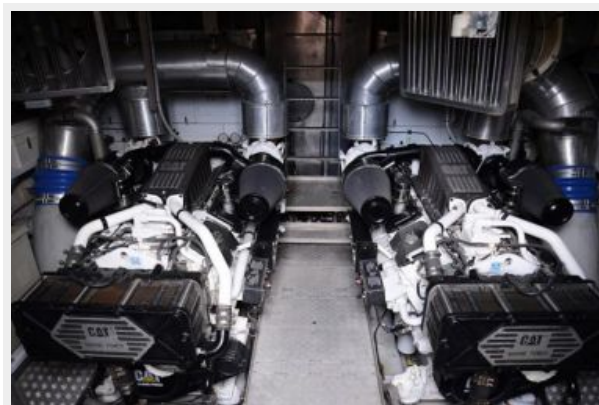


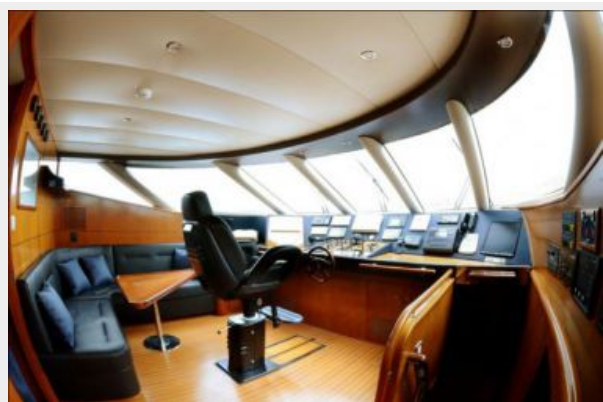




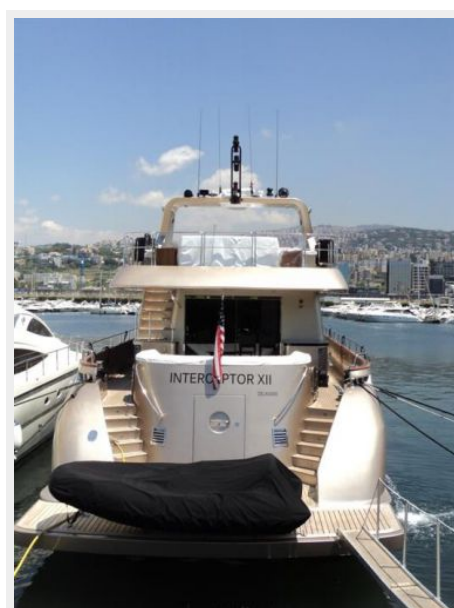
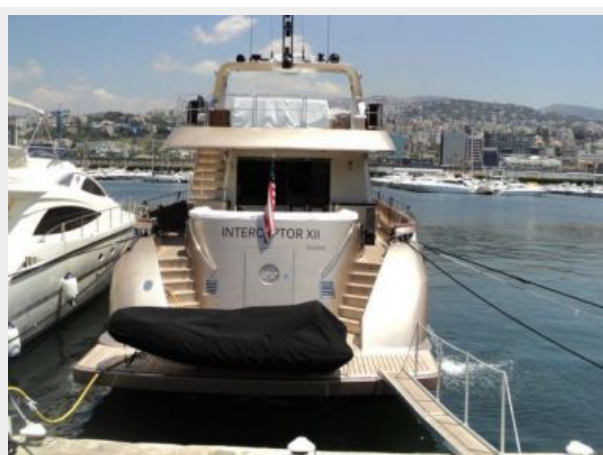


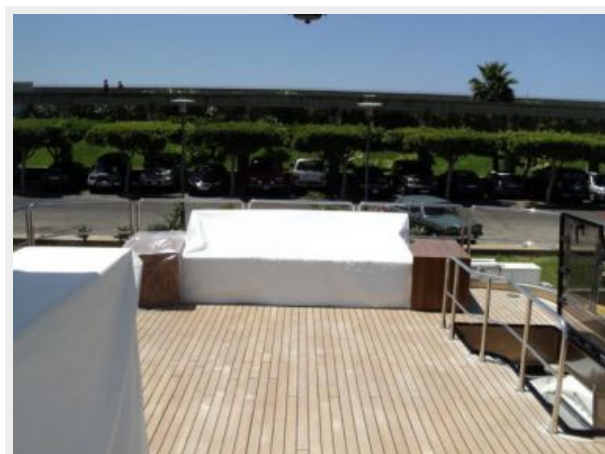
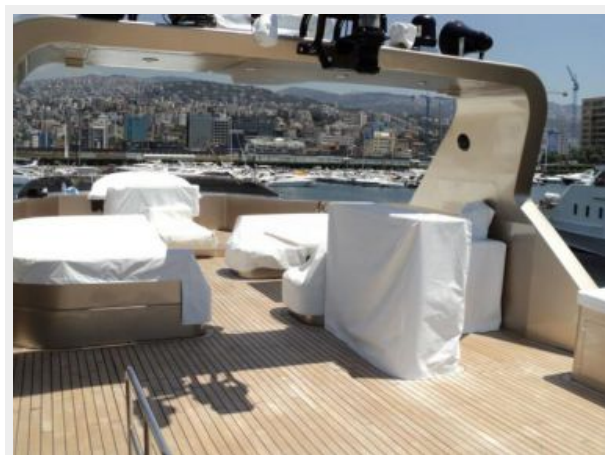


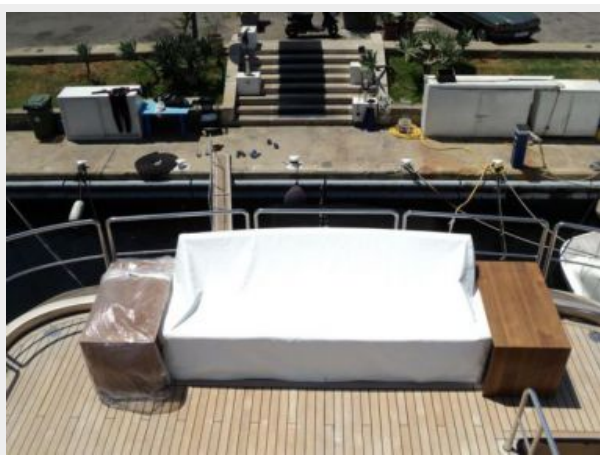


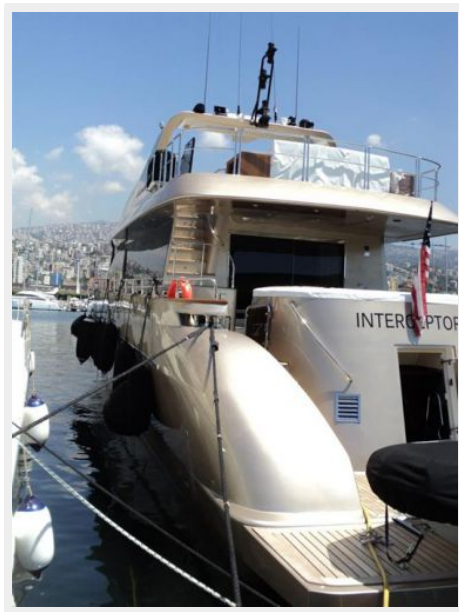
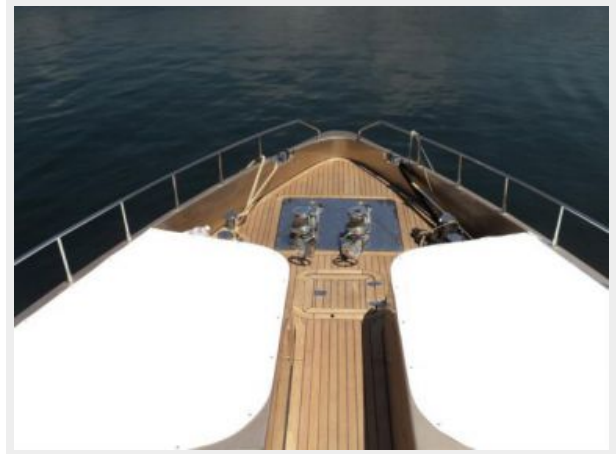


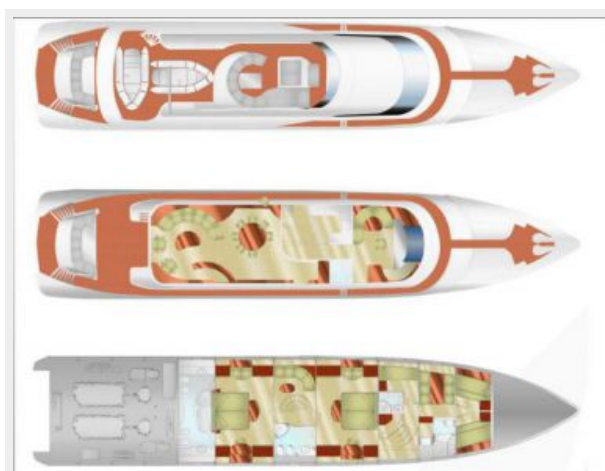
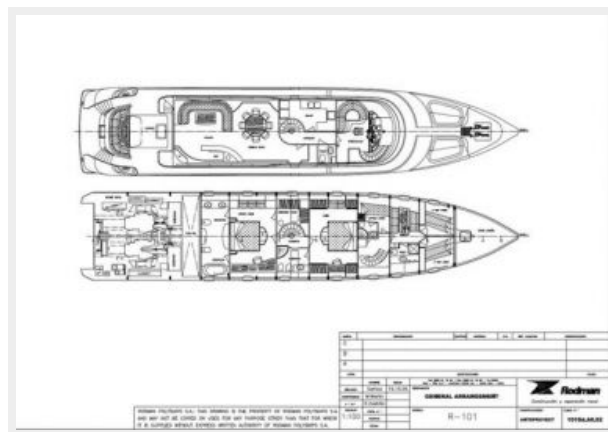
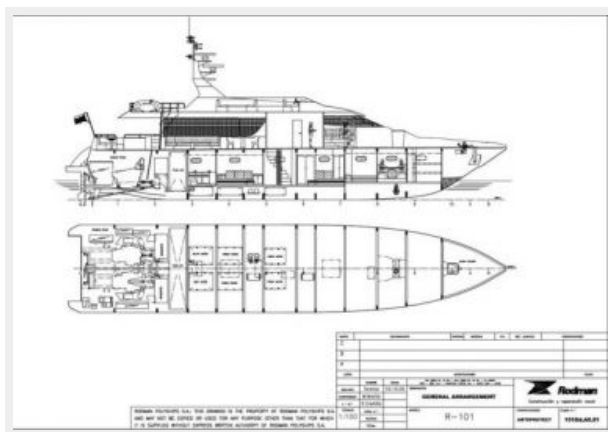












КОНТАКТЫ

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.

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