

## TAIRUA — RIVAL BOWMAN



**Судостроитель:** RIVAL BOWMAN

**Год постройки:** 2001

**Модель:** Крейсерская яхта

**Цена:** **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

**Местонахождение:** United Kingdom

**Длина общая:** 49' 10" (15.19m)

**Ширина:** 14' 2" (4.32m)

**Мин. осадка:** 6' 0" (1.83m)

**Крейс. скорость:** 8 Kts. (9 MPH)

**Макс. скорость:** 9 Kts. (10 MPH)

Купить **TAIRUA — RIVAL BOWMAN** 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 **TAIRUA — RIVAL BOWMAN** 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
Owner's Comments	6
Construction	7
Machinery	8
Electrical Systems	9
Plumbing Systems	10
Tankage	10
Navigation Equipment	11
Domestic Equipment	12
Accommodation	12
Deck Equipment	13
Исключения	15
Отказ от ответственности	16
ФОТОГРАФИИ	17
КОНТАКТЫ	24
Контактная информация	24
Телефоны	24
Время работы	24
Адрес	24



# ХАРАКТЕРИСТИКИ

## Обзор

From 2001 a truly cherished example of these bluewater 4x4's a glowing testimony the build quality of these yachts.

## Основная информация

**Тип судна:** Крейсерская яхта

**Подкатегория:** Center Cockpit

**Модельный год:** 2001

**Год постройки:** 2001

**Страна:** United Kingdom

## Размеры

**Длина общая:** 49' 10" (15.19m)

**Длина по ватерлинии:** 38' 3" (11.66m)

**Ширина:** 14' 2" (4.32m)

**Мин. осадка:** 6' 0" (1.83m)

## Скорость, вместимость и масса

**Крейс. скорость:** 8 Kts. (9 MPH)

**Дальность на крейсерской скорости:**  
600

**Макс. скорость:** 9 Kts. (10 MPH)

**Водоизмещение:** 34330.38343864  
Pounds

**Вместимость воды:** 166.42839276  
Gallons

**Объем топливного бака:** 166.42839276  
Gallons

## Размещение

**Всего кают:** 2

**Всего коек:** 6

**Всего ком. состава:** 2

## Корпус и палуба

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**Материал корпуса:** GRP

**Материал палубы:** GRP

**Дизайнер корпуса:** Chuck Paine

## Информация о двигателе

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**Двигатели:** 1

**Производитель:** Perkins

**Модель:** M92

**Тип двигателя:** Inboard

**Тип топлива:** Diesel

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# ПОДРОБНОЕ ОПИСАНИЕ

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## Owner's Comments

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My partner Lesley and I had for many years chartered in almost every part of the world that offered charter facilities and were particularly taken with the islands and passages of NW British Columbia and SE Alaska. Chartering in these areas was difficult and not really available for long periods. In 2000 we decided to acquire a boat and take it to Vancouver as a long term base for further exploration. This resulted in a new Bowman 48DS being commissioned on the basis of its design features for extended bluewater cruising, the reputation of Chuck Paine for sea-kindly yachts and the ease of handling features incorporated in the Bowman build. TAIRUA was launched in May 2001 and after some sea trials we sailed direct to the Canaries to join that year's ARC. From there we cruised in bursts to fit the weather windows as follows:

- Up and down the Caribbean islands from a base in St. Lucia.
- Along the coastal islands of Venezuela to Bonaire.
- Bonaire, Curacao, Aruba and on to the San Blas islands and then to Bocas del Toro (northern Panama).
- Through the Panama canal and on to the Galapagos islands.
- Galapagos to Hawaii following the traditional sailing ship route which takes you west then north (a journey of over 4,000 miles which took us 28 days, at times covering over 200 miles per day comfortably and at others becalmed!).
- Hawaii to Sitka in SE Alaska.
- Sitka to Vancouver via the inside passage. Vancouver became our base for the next 6-7 years.

From this base we cruised from Olympia in the south to Glacier Bay in the north exploring the many and varied passages and islands in this extraordinary archipelago (covering over 1,000 nm as the crow flies).

In 2010 we decided to move on and trucked her from Vancouver to Kingston at the start of the St. Lawrence waterway. From there we sailed to the Bras d'Or Lakes in Nova Scotia to winter over.

We left Nova Scotia in 2012 to cruise Maine.

Departed Maine in 2013 and sailed across the Atlantic to Costa del Sol, Spain. And in 2014 returned to the UK.

Throughout all this she has been sailed mostly by myself and one other competent crew, and occasionally only me. She has seen days of calm and 55+ Kts across the deck in Alaskan waters. The crew have always complimented her (and Chuck Paine) with a brilliant seaworthy design.

Maintenance has always been a priority item as in those waters things needed to be attended to before they became an issue in a remote place. The Whispergen unit was replaced under warranty in 2003. The hatch lenses were replaced under Lewmar warranty in 2004. The engine has been serviced, impeller and all filters replaced each year, new batteries (AGM) were installed in 2013. Standing rigging has been checked each year since 2010 as we have had to unstep the mast for winterisation (always indoor). In 2013 the cap shrouds showed a small abrasion effect and were replaced. The Max prop was fully serviced and rebalanced in 2010.

The black water holding tank was upgraded to plastic in 2008.

All halyards, sheets, etc. checked each year and the only replacement needed has been the topping lift (2013).

Whilst in Canadian and US waters the sails were stored and checked by North Sails each year. Some fullness was removed from the Yankee in 2008 but other than some chafe issues North have given them a good report each year. Having said that I realise that even Vectran has its limits and a new suit should be seriously considered if an extended cruise is planned.

*Note: A unique point for TAIRUA – she has a Panama Canal Measurement Certificate which means she can register for transit before arriving in Panama itself. This is a saving of a few weeks delay in the normal process of arrive and then request (and wait for) a measurement.*

## Construction

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*RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC*

*(Recreational Craft Directive) and is categorised A – “Ocean”; plate affixed to confirm category.*

#### *Hull, Deck & Superstructure Construction:*

- Hand laid GRP hull with isophthalic resin; epoxy coated below waterline. 1m wide Kevlar included in lay-up around waterline area.
- Hull Colour: Midnight Blue, AwlGrip painted 2013.
- GRP superstructure, in off white.
- Teak external trim.
- Teak laid side decks, superstructure tops and cockpit.

#### *Keel & Rudder:*

- Lead keel, bolted externally.
- Skeg hung Grp foamed filled rudder on 2" stainless stock.

## **Machinery**

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#### *Engine & Gearboxes:*

- 1 x Perkins M92 64kW diesel engine.
- Hurth HSW 450A reduction gearbox; 2.04:1.

#### *Maintenance & Performance:*

- Engine hours – approx 2,500 as of arrival in Lymington.
- Engine last serviced: June 2014. Winterised September 2014
- Cruising speed – approx 7.5 knots @ 1600rpm.
- Maximum speed – approx 8.5 knots @ 2200rpm.
- Fuel consumption at cruising speed – approx 7 litres per hour.
- Range @ cruising speed – approx 600 Nm. Additional fuel tank installed at build time.



*Propulsion & Steering:*

- Max Prop 3-bladed propeller.
- One wheel (Edson) cable steering.

## Electrical Systems

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*Voltage Systems:*

- 12vDC/24vDC domestic system with 220v/110AC ring main from inverter and/or shorepower.

*Battery Banks:*

- 6 x AGM Service Batteries in 3 x 24v banks for 309 amp hrs. New 2013.
- 2x AGM engine batteries for 24v working. New 2013.
- All batteries secured with hold down bars.

*Battery Chargers:*

- 24v Combi inverter charger 2500 w.
- 24v 3A trickle charger for Engine bank when wintering over.

*Alternators:*

- 110A 24v Leece Neville alternator for Service bank, Balmar ARS-5 regulator.
- 60A 24v Prestolite alternator for Engine bank, internal regulator.

*Generator:*

- WhisperTech external combustion 900w generator with fresh water cooling via central heating radiators and hot water calorifier. Heat exchanger to sea water.
- Generator hours – approx 200 as of June 2014.

- Generator last serviced: June 2014.

#### *Shore Power:*

- 230 / 110 input to isolation transformer and ring main within the yacht.

## **Plumbing Systems**

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#### *Fresh Water & Water Heating System:*

- Hot water from calorifier with 220v immersion element.
- Engine and generator plumbed to calorifier.

#### *Watermaker:*

- Spectra 350, currently not in commission.

#### *Bilge Pumps:*

- Electric and manual main bilge.
- Electric and manual forward sail locker.
- All electric bilge pumps have dual and independent level monitors.

## **Tankage**

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#### *Fuel:*

- 2 x Tanks aft for fuel - 225 litres each - plus amidships fuel tank - 180 litres. Total capacity of 630 L.

#### *Fresh water:*

- Total capacity of 630 litres in 2 x tanks.

*Grey/Blackwater holding tanks:*

- Grey water holding tank for forward and aft heads, and galley.
- Black water holding tank to forward and aft heads; replaced in polycarbonate in 2008.

## Navigation Equipment

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*Cockpit*

- B&G Hydra pilot.

*In companionway:*

- B&G Hydra 2000 Synchro wind speed and direction indicator, boat speed, depth.
- Garmin 3210 colour chart plotter display.
- InterPhase Probe forward looking echo sounder.

*At chart table:*

- B&G Hydra 2000 wind/speed/depth multi repeater.
- B&G Sonic speed.
- Furuno NavText.
- Furuno GPS 36.
- Furuno 1382 radar with ARPA.
- WatchMate AIS class B.

*Communications Equipment:*

- Furuno FM-2721 VHF with DSC.
- Garmin 725 VHF handheld.
- Motorola 9500 Iridium handset.
- Kenwood TRC-70 SSB with SGC auto-tune and ground plate.

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## Domestic Equipment

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### *Galley:*

- Taylor 041 gas cooker.
- Isotherm electric water cooled refrigeration.
- Isotherm electric water cooled deep freeze
- Nova 1000 washing machine.

### *Heads/Showers:*

- 2 x Jabsco manual WCs.
- 2 x showers hot/cold water.

### *Heating & Ventilation:*

- Hot water / radiator heating from generator.
- 10x opening hatches.
- 4 x stainless Dorade vents with Stainless crash bars.

### *Entertainment:*

- Sony stereo radio/CD (10x cassette)/tape in saloon.

### *Lighting:*

- 24v deckhead and reading lights most converted to LED over past 2 years.

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## Accommodation

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### *Summary of Accommodation:*

- Teak (matt varnish) interior finish.
- Veneered bulkheads with solid teak trim throughout.

- Teak and holly sole boards.
- Blue super suede upholstery.
- 2x single berths in forepeak with dressing table and drawer stowage between. Roll out pilot berths above each.
- Forward heads to port, drawer and hanging stowage to starboard. Additional chart stowage above.
- Luxury saloon with twin roll out pilot berths on port and starboard sides.
- Large teak saloon table with wine / spirit stowage under.
- Navigation area with chart table to suit 1/2 admiralty chart.
- Work bench and spare parts store aft of navigation area.
- Wet hanging locker.
- Aft master cabin with double berth, dressing table, en-suite heads and shower.

## Deck Equipment

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### *Rig:*

- Cutter-headed sloop with Schaefer furling gear on headsail.
- Hank on stay sail
- Selden spars.
- Stainless steel standing rigging.
- Cap shrouds 2013
- Harken backstay adjuster.
- Mast stowing spinnaker pole.
- Insulated backstay.
- In-mast mainsail furling by Hood.
- Mast steps to lower cross-tree.
- Selden rodkicker.

*Winches:*

- 2 x Lewmar ST64 primaries
- 2 x Lewmar ST50 secondaries
- 1 x Lewmar ST44 Mainsheet
- 1 x Lewmar ST44 companionway.
- 1 x Lewmar ST44 electric companionway.
- 1 x Lewmar ST 48 mast

*Sails:*

- Hood vertical batten mainsail in Vectran.
- Hood yankee in Vectran.
- Hood staysail in Vectran with self-tack sheeting.
- Hood storm staysail in Dacron Dayglow Orange.

*General:*

- Pulpit, pushpit, guard rails, bathing ladder and boarding gates.

*Anchoring & Mooring Equipment:*

- Lewmar Ocean electric windlass.
- Anchors; 1 x 34kg CQR with 100m chain. 1 x 20kg CQR with 20m chain and 15m warp.
- Transom mounted anchor roller.
- Windlass controls forward deck and at cockpit pedestal.

*Covers, Canvas & Cushions:*

- Cockpit seat cushions.

- Dodger and Bimini.

*Tender & Outboard:*

- Avon 3.3m inflatable.
- Yamaha Malta 4hp outboard.

*Safety Equipment:*

- 6 man Liferaft in canister – double floor white E pack.( due inspection)
- 1 x horseshoe lifebuoy with Dan buoy.
- 1 x horseshoe lifebuoy.

*Fire-fighting equipment:*

- 3 x Fire extinguishers in cabins.
- 1 x Engine room auto extinguisher.
- 1 x On-deck fire extinguisher.
- All due service

*Additional:*

- Perkins on-board spares kit.
- A set of Whispergen spares
- A full set of tools in two tool bags
- Comprehensive selection rope and cordage to cover most cruising situations

## **Исключения**

При продаже яхты исключаются личные вещи владельца.

## Отказ от ответственности

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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



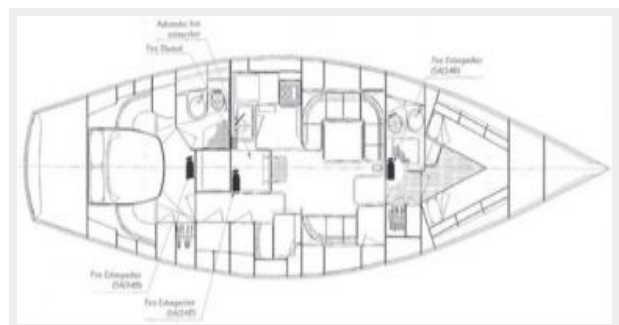
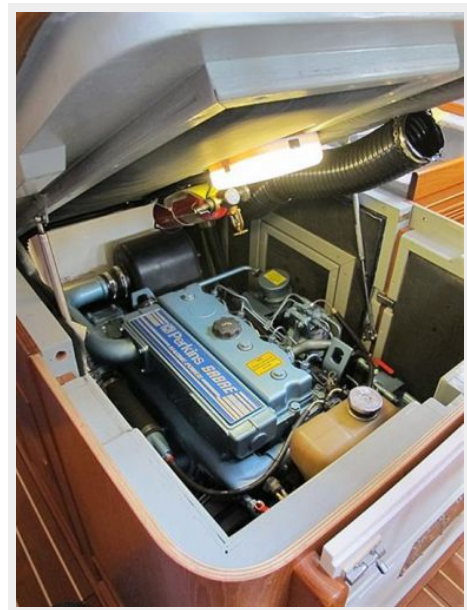












# КОНТАКТЫ

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

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EDT

Воскресенье: **Закрито**

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