

ISSOLAYA II — SOLARIS YACHTS



Судостроитель: [SOLARIS YACHTS](#)

Год постройки: 2008

Модель: Крейсерская яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: Spain

Длина общая: 71' 3" (21.69m)

Ширина: 19' 2" (5.82m)

Мин. осадка: 9' 3" (2.80m)

Макс. осадка: 9' 3" (2.80m)

Купить ISSOLAYA II — SOLARIS 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 ISSOLAYA II — SOLARIS YACHTS 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

2008 Solaris 72 fully equipped, sleek design with 3 guest cabins and one crew cabin. Twin wheels, Volvo Penta 280 hp diesel main engine VAT paid

Основная информация

Тип судна: Крейсерская яхта

Подкатегория: Палубный парусник

Моделльный год: 2008

Год постройки: 2008

Страна: Spain

Размеры

Длина общая: 71' 3" (21.69m)

Длина по ватерлинии: 55' 10" (17.00m)

Ширина: 19' 2" (5.82m)

Мин. осадка: 9' 3" (2.80m)

Макс. осадка: 9' 3" (2.80m)

Скорость, вместимость и масса

Водоизмещение: 94798.77266 Pounds

Вместимость воды: 396.258078 Gallons

Объем топливного бака: 475.5096936
Gallons

Размещение

Всего кают: 3

Всего коек: 4

Спальные места: 7

Всего ком. состава: 3

Каюты экипажа: 1

Койки экипажа: 2

Спальных мест экипажа: 3

Комм. состав экипажа: 1

Корпус и палуба

Материал корпуса: GRP

Материал палубы: Teak and Fiberglass

Отделка корпуса: Stainless Steel

Дизайнер корпуса: Doug Peterson

Информация о двигателе

Двигатели: 1

Производитель: Volvo Penta

Модель: D6-280 EVC/HS80AE.

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Hull and Deck

HULL and DECK CONSTRUCTION

The hull and decks are built in a GRP sandwich construction with Airex core, infusion impregnated. The result is a light hull resistant to dynamic stress. The hull is built to RINA. Longitudinal reinforcements of the hull are built in marine mahogany plywood and resin bonded.

Hull painted in beige Awlgrip and white superstructure

Ballast

Ballast is lead and antimony in cast iron.

Chain plates

Stainless steel external chain plates bolted through the deck to a stainless steel structure which is fixed on two marine plywood frames well resin-bonded to the yacht's hull. The deck area around the mast and the chain plate frames are reinforced with carbon fiber and the core used here is marine plywood.

Structural bulkheads

All bulkheads are in high quality teak veneered Khayam mahogany plywood, 20 mm, composite construction.

Rudder

Semi-balanced GRP rudder, Airex foam core. The rudder is hung on a stainless steel self-leveling roller bearing with counter roller bearing, bonded to the hull.

DECK and DECK EQUIPMENT

The decks are teak planks of 12 mm thick and 40mm wide, glued with Epoxy onto the GRP.

SOLARIS stainless steel Aisi 316 stemhead with bow fairleads.

Nylon chain rollers for a CQR or BRUCE anchor and for warping.

SOLARIS stainless steel fairleads, AISI 316, in one piece with roller.

All stainless steel eyebolts and deck fittings

6 stainless steel cleats, mounted, forward, mid-ships and aft.

All hatches are GOIOT model Cristal, a flush hatch over the owners cabin.

Frameless windows in the deckhouse.

All winches are Harken, electric.

Onto the coaming and in front of the helm station we have on either side three winches.

2 x 980, Self tailing, ST, 2 speed

2 x 70, ST, 2 speed

2 x 60, ST, 2 speed

At the mast, 2 x 60, 2 speed ST.

Anchor winch

LOFRANS' anchor winch, electric, ALBATROS DE LUX, 2,000 W., under deck with capstan drum and chain stopper. Foot switches for up and down. Remote control from the cockpit.

Dorades in stainless steel. Forced air in the interior assures a fresh environment at all times.

The engine room air circulates through exhaust fans.

Tapered stanchions.

Stainless steel wire lifelines diameter 7-6 mm. with rigging screws.

On both sides the railing opens with a swift release.

Gas bottles stow underneath the port seating in the steering cockpit.

Drop leaf cockpit table with built-in box, varnished with polyurethane paint.

The two Grp steering binnacles hold both a 100 cm Stainless steel wheel, covered with suede. Each binnacle has a Suunto.

Solimar chain and cable with 4 sheaves to the quadrant.

Deck house windows and hatches with Ocean Air curtains.

Black-out canvas screen for portholes with tracks and snap fasteners.

SE.RI.GI. bronze sea cocks bolted to the hull. Bronze valves with swift spherical closure can be easily inspected and maneuvered.

Flush hatch over the owners bed.

Goiot hatches for the bathrooms. All deck gear is Antal, tracks travelers, etc.

Chromed dorades

The engine room can be accessed through the Solimar deck hatch and through the interior. .

Engine and Mechanical

VOLVO PENTA 281 Hp. Diesel engine, model D6-280 EVC/HS80AE. 2500 engine hours at October 2014

Six cylinder, four stroke, direct ignition with Common Rail system. 3,500 rpm.

Low-vibration engine mountings.

Gear box, HS80AE, reduction 2.49:1.

Instrument control panel near helmsman and inside on general panel.

Engine hours counter, rev's, temperature and oil pressure gauges at the helm station in the cockpit.

Engine exhaust through a Halyard GRP silencer discharging under transom above waterline.

Stainless steel shaft diameter 60 mm. connected to the engine through an Aqua-drive joint. .

Shock-absorber connected to this joint, which transmits the thrust to the hull through a stainless steel plate linked to the bottom structural longitudinal reinforcements.

External bronze trestle with self-lubricating bush.

Stainless steel Hollex elastic stuffing box.

The inner bush is cooled with salt water.

Max Prop three blade variable pitch propeller diameter approx. 800 mm.

TANKAGE

Fresh water tanks

15/10 stainless steel, Aisi 316, fresh water tanks. Access for inspection and cleaning.

Total water capacity approx. 1,500 lt.

Shut off valves for each tank. Vents exit abaft through piping.

Tanks located in the middle of the boat below the floor-boards, all fitted with a level gauge.

Fuel tanks

Total fuel capacity approx. 1,800 lt. 20/10 stainless steel tanks with inspection holes.

2 tanks under the stern cabin berths.

Copper tubing with short section in approved rubber.

Double RACOR filter of big dimensions for fuel filtering between day tank and consumers.

Tanks fitted with an electric level indicator.

Interiors and Accommodation

Vessel walkthrough: When we approach ISSOLAYA II she is a strikingly sleek yacht with slight overhang forward and a very nicely designed deck salon, not too large windows, a “feature” that very few architects get right. The aft deck is clean and spacious and offers an entrance to the aft lazarette. The aft bathing platform is teak laid and does not open to the lazarette for safety. On either side of the yacht the railing can be opened and a swim ladder can be attached. That few designers get right. The two wheels are nicely apart from each other and offer proper views forward to take the waves. Just forward of the starboard helm station is the entrance hatch to the crew cabin. The alternative is through the aft starboard cabin and then through the shower room, something that was never needed. When entering the salon we see over to port a large U shaped sofa, covered in white cream color leather, with seating for 8 people. The large teak wood table can be folded in half and two swiveling stools are mounted on stainless steel pivots inboard. The navigation desk that faces forward is on the starboard side. Not too many flashing lights. Forward of the salon seating area we go down two steps to the galley and settee area. The galley is fully equipped and on starboard is the perfect breakfast settee with two benches for four. There are horizontal hull windows on the galley and settee side. The Settee can be converted into a single berth. Following our way forward we enter the owners cabin with a bathroom to starboard, separate from the bathroom that is to port. A bench forward of this room follows the lines of the cabin. This cabin offers a large double bed on the centerline. On portside is the roomy bathroom with a Techma electric toilet, double sinks, a towel rack and an opening hatch. This cabin offers ample drawer and hanging locker space. TV, air conditioning, DVD and radio. Portholes on either side in the hull and two deck hatches. Walking aft through the salon again we have to starboard a double bedded cabin with the bed outboard and the option to put a pipe cot as a Pullman. TV, radio/DVD and ventilator. Opening hatches in the coaming. Full bathroom with stall shower in the aft part of the cabin. The back wall of the shower doubles as the entrance to the crew cabin. On port side of the hallway aft of the salon ISSOLAYA II offers a similar comfortable cabin the same as to starboard but without the Pullman bed. The crew cabin aft offers an almost double bed with a single above. Lockers, a nav.

repeater, air conditioning and full bathroom with telephone type shower. The bathroom also houses a washing machine and a separate dryer. Opening hatches. The entrance to the engine room is either through the floor of the salon or through the deck hatch that is on port forward. Galley Equipment A large front opening Frigoboat fridge with s/s drawers. A Miele dishwasher One top loading Freezer / Fridge in the galley Double stainless steel sinks One Frigoboat drinks fridge in the salon. 4 burner Alpes gimbaled stove with Alpes Oven and grill. Alpes extractor fan.

Navigation

At the Helm stations Suunto compass each helm station. Raymarine St2/90 wind: speed and direction. On each helm station. Raymarine ST2 90, repeater close hauled wind direction. “ “
“ Raymarine 240E – VHF, handset. DSC Digital Selective Calling type – Linked in GPS.
Raymarine E120 Chart Plotter. Raymarine ST2 90 Autopilot Controls for; mainsail, flattener, jib and stay sail, in / out - and slow or fast release. Emergency power cut off on the winches. The panel also has controls for the anchor up/down, horn, garage platform controls. Lewmar bowthrustrer controls. Engine controls with the gauges in the coamings for temp / volts output / rev's / oil pressure. Engine emergency air shut off valve. Passarelle controls VHF and Shore power connection. Light switches At the Nav Station. Raymarine ST2 90 repeater, depth / log Raymarine 240E, VHF radio handset, DSC type, Linked GPS with speaker + AIS Raymarine E120 Chart plotter / Radar GMDSS radio (global maritime distress and safety system. Sat C system, Sailor Autopilot Tracking beacon system Wempe, clock, barometer, hygro / temperature Raymarine E80 Charter plotter / radar in the crew cabin aft.

Rigging and Sails

Reckmann mast, three spreader mast allow. Tapered masthead.

All Olympic sails, cloth is Dynema- New 2014

Main with hydraulic in mast furling system, operated from the helm station in the cockpit.

Genoa on Reckmann hydraulic furler

Staysail on Reckmann hydraulic furler and selftacking. This sail has a high clue so that tacking is easy with the dinghy on the foredeck. The old Staysail is still good and has a lower clue, for when you don't want the dinghy on the deck.

Storm sail, never used to date.

Gennaker with carbon pole.

Instruments and electric wiring pass through PVC pipes to consumers.

Main sail sheet can be controlled by moving a hydraulic cylinder, two buttons on the steering console

Rigging

Navtec rod shrouds and stays , S/S and bronze turnbuckles;

Kevlar runners.

Running rig is all spectra.

Maintenance: the mast was down in 2013, all the rig was x rayed, serviced where needed as well as all hydraulics were checked and serviced.

Hydraulics

Navtec manual hydraulics at the helm station.

Value can be set on all halyards, vang and back stay.

Furling system

Reckmann hydraulic jib furler, self tacking jib.

Controls in the cockpit helmsman's stand.

Accessories

Williams 385 RIB jet tender with 75Kw jet power outboard, new 2010. Safety and Fire-fighting system (inspected last March 2013). Life ring and light x2 stowed on pushpit 6 man life raft, last service april 2012. Epirb on pushpit on a hydrostatic release. FM 200 auto / manual release in the engine room, 11 Kg 2 horse shoe life buoys with stainless steel supports at pushpit. 30 mt. of line. 7 portable fire extinguishers, 2 with CO2. Safety belt for navigator and cook. Two 5 kg. aluminium gas bottles with automatic solenoid. Mooring and anchoring 1 CQR 104 lb. anchor on stemhead Mooring lines diameter 22 mm. each 20 mt. long; Fenders 100 meter of 13 mm anchor chain. Canvas Folding sprayhood for deck-house entrance Canvas covers for steering wheel and compass.

Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ





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Время работы

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

Воскресенье: **Закрито**

Адрес



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