

# MARIQUITA — WILLIAM FIFE AND SON



**Судостроитель:**

WILLIAM FIFE AND SON

**Год постройки:** 1911

**Модель:** Классическая яхта

**Цена:** ЦЕНА ЯХТЫ ПО ЗАПРОСУ

**Местонахождение:** United Kingdom

**Длина общая:** 125' 0" (38.10m)

**Ширина:** 17' 5" (5.30m)

**Макс. осадка:** 11' 10" (3.60m)

**Крейс. скорость:** 7 Kts. (8 MPH)

Купить **MARIQUITA — WILLIAM FIFE AND SON** 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 **MARIQUITA — WILLIAM FIFE AND SON** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

# ОГЛАВЛЕНИЕ

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# ХАРАКТЕРИСТИКИ

## Основная информация

<b>Тип судна:</b> Классическая яхта	<b>Модельный год:</b> 1911
<b>Год постройки:</b> 1911	<b>Год обновления:</b> 2004
<b>Вид обновления:</b> Re-built @ Fairlie Restoration Ltd 2001-2004	<b>Страна:</b> United Kingdom

## Размеры

<b>Длина общая:</b> 125' 0" (38.10m)	<b>Длина по ватерлинии:</b> 71' 11" (21.90m)
<b>Длина палубы:</b> 95' 2" (29.00m)	<b>Ширина:</b> 17' 5" (5.30m)
<b>Макс. осадка:</b> 11' 10" (3.60m)	

## Скорость, вместимость и масса

<b>Крейс. скорость:</b> 7 Kts. (8 MPH)	<b>Дальность на крейсерской скорости:</b> 500
<b>Чистый вес:</b> 60 Pounds	<b>Вместимость воды:</b> 132.086026 Gallons
<b>Объем топливного бака:</b> 264.172052 Gallons	

## Размещение

<b>Всего кают:</b> 3	<b>Всего коек:</b> 4
<b>Спальные места:</b> 4	<b>Спальных мест экипажа:</b> 7

## Корпус и палуба

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**Материал корпуса:** Mahogany

**Отделка корпуса:** Polyethylene

**Дизайнер корпуса:** William Fife III

**Дизайнер экстерьера:** William Fife III

## Информация о двигателе

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**Двигатели:** 1

**Производитель:** Yanmar

**Модель:** 6 LP-STE

**Тип двигателя:** Inboard

# ПОДРОБНОЕ ОПИСАНИЕ

## DETAILED SPECIFICATIONS

<b>TYPE</b>	Classic Sailing Yacht
<b>HULL NO.</b>	595
<b>MODEL</b>	19m Gaff Cutter 1 <sup>st</sup> International Rule
<b>BUILDER</b>	William Fife & Sons
<b>DESIGNER</b>	William Fife III Fairlie
<b>RESTORATION</b>	Restoration Ltd. (2001-2004)
<b>YEAR</b>	1911
<b>REFIT</b>	2004 re-built
<b>CONSTRUCTION</b>	Mahogany over steel frames secured with bronze fastenings
<b>CLASSIFICATION REFIT</b>	Lloyd's register and 1st International Rule 19m
<b>FLAG</b>	315UK - Glasgow
<b>ENGINES</b>	1 x 315 Hp Yanmar
<b>GT</b>	59.9 tons
<b>DISPLACEMENT</b>	76 tons
<b>KEEL</b>	38 tons / Lead Ballast
	International

**PAINT SYSTEM**

paint system  
on hull  
Varnish is  
traditional  
Epifanes

**LOA**

**38.10m**  
**/125'**

**LOD**

**29.00m / 95'**

**LWL**

**21.90m / 63'**

**BEAM**

**5.30m /**  
**17'3"**

**DRAFT**

**3.60m /**  
**11'7"**

**CRUISING SPEED**

7 knots @  
2,800 rpm

**RANGE**

500nm @ 7  
knots

**ACCOMMODATION**

4 x Guests in  
3 cabins  
1 x Twin, 2 x  
Single

**CREW**

7 x Crew in  
Pipecots and 1  
x Captain

**FUEL**

1,000 litres in  
2 x stainless  
steel tanks

**FRESH WATER**

500 litres in 1  
polypropylene  
tank

**GREY WATER**

150 litres in 1  
polypropylene  
tank

**BLACK WATER**

500 litres in 1  
polypropylene  
tank

**GENERAL**

After careful dismantling and restoration, it was possible to reinstate virtually all of the original owner and guest accommodation. Consistent

with her racing pedigree, the interior design is restrained with weight-saving open deckheads which reveal the structure. Only few changes have been made but include the addition of modern services and some enhancements such as a shower in the owner's bathroom replacing the original sunken bath whose space is now given over to the engine room

### **ACCOMMODATION AREAS**

As in 1911 Mariquita's principal accommodation consists of a gracious saloon with dining table, fitted desk and sofa. A passageway aft of this leads to the main companionway, a starboard single cabin and a port single cabin. The twin cabin aft has its own direct deck access via a dog house where protected seating allows outside visibility.

### **CREW QUARTERS**

Forward of the saloon a more pragmatic approach was adopted to provide accommodation for seven crew and the captain in his own cabin.

### **ENGINE**

1 x Yanmar 6  
LP-STE,  
315Hp @  
3,800 rpm

### **GEARBOX**

ZF 63; ratio  
2.5:1

### **EXHAUST**

Halyard Dry  
Off centre 32"  
feathering

### **PROPELLERS**

Variprop

### **STEERING SYSTEM**

Thomas Reid  
traditional  
quadrant +  
pinion +  
emergency  
tiller

### **GENERATORS**

Fischer Panda  
15 KVA, 2014  
230 v 50 Hz

### **ELECTRICITY PRIMARY**

Single Phase  
from  
generator or  
shore power  
via 8 KVA Ivet  
isolating

**ELECTRICITY AUXILLIARY**

transformer  
230 V supply  
from 24  
service  
batteries via  
2.5

Mastervolt  
inverter  
24 v DC  
supply from  
12 Gel cells,  
total capacity  
800Ah/20hr  
12 v DC  
supply  
converted  
from 24 v cells  
HEM series 25  
producing 200  
litres/hour

**WATER MAKER****WATER HEATER**

C Warm single  
coil 90 litres

**WATER PRESSURE**

Aqua Major  
40litres/minute

**SAILS**

All new sails  
by James  
Lawrence  
Sailmakers  
(J.L.)

Old by Ratsey  
& Laphorne  
(R.L.)

**SAILWARDROBE**

All traditionally  
cut and hand  
finished

Full details to  
be found in  
the inventory

**MAINSAIL x 2**

3,500 sqft 1 x  
2004, 1 x  
2008 (J.L.)



<b>STAYSAIL x 2</b>	715 sqft 1 x 2004, 1 x 2008 (J.L.)
<b>REACHING STAYSAIL</b>	846 sqft 2012 (J.L.)
<b>No 1 JIB x 2</b>	807 sqft 1 x2004 (R.L x 2.), 1 x 2008
<b>No 2 JIB</b>	579 sqft 2004 (R.L.)
<b>No 3 JIB</b>	426 sqft 2004 (R.L.)
<b>No 1 JIB TOPSAIL x 2</b>	522 sqft 1 x 2004 (R.L.), 1x2014 (J.L.)
<b>No 2 JIB TOPSAIL x 2</b>	283 sqft 1 x2004, 1x2012 (J.L.)
<b>N° 3 Jib Topsail</b>	1 x 2004 (R.L.)
<b>JACK-YARD TOPSAIL x 2</b>	1,000 sqft 1 x 2004 (R.L.), 1 x 2010 (J.L.)
<b>WORKING TOPSAIL x 2</b>	632 sqft 1 x 2004 (R.L.), 1 x 2010 (J.L.)
<b>DELIVERY MAINSAIL-TRYSAIL</b>	1,380 sqft (loose footed) 2004 (R.L.) Sheets on to Deck
<b>DELIVERY MAIN TOPSAIL</b>	260 sqft 2004 (R.L.)
<b>DELIVERY STAYSAIL</b>	479 sqft (with reef points), 2004 (R.L.)
<b>SPINNAKER/BALLOONER x2</b>	3,700 sqft 1 x 2004 (R.L.), 1 x 2008 (R.L.)
<b>SPARS &amp; RIGGING</b>	

<b>MAIN MAST</b>	Solid Columbian Pine Solid
<b>BOOM</b>	Columbian Pine Solid
<b>BOWSPIT</b>	Columbian Pine
<b>TOPMAST x 2 (1 spare)</b>	Hollow Sitka Spruce
<b>GAFF</b>	Hollow Sitka Spruce
<b>JACK YARD</b>	Hollow Sitka Spruce
<b>CLUB YARD</b>	Hollow Sitka Spruce
<b>SPINNAKER POLE</b>	Hollow Sitka Spruce
<b>SPARE SET OF SPREADERS</b>	1 x Set - Ash
<b>BLOCKS</b>	Wooden blocks by Colin Frake
<b>RIGGING</b>	Traditional, all spliced and served
<b>WIRES</b>	Galvanised plough wire
<b>LINES</b>	English Braid 3 strand
Some modifications needed in order to cruise with 6. Getting the main down is the problem - The answer is Lazyjacks.	
<b>COMPASS</b>	Traditional binnacle and Halcyon 2000
<b>NAVIGATION SYSTEM</b>	Nav Computer Pro with Max Sea Time Zero (2014)

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<b>AUTOMATIC PILOT</b>	Brookes & Gatehouse ACP2 w/Whitelock motor
<b>RADAR</b>	Raymarine RL80CRC w/chart plotter
<b>GPS</b>	Raystar 120
<b>WEATHER FAX</b>	Furuno D fax 207N
<b>WIND INSTRUMENTS</b>	Brookes & Gatehouse Hercules 2000 System
<b>SATCOM</b>	Thrane & Thrane Mini Inmarsat C
<b>VHF</b>	Icom 2012
<b>SSB</b>	Furuno FM1570 150W
<b>ANCHOR CAPSTAN</b>	Thomas Reid hydraulic reproduction of original with gypsy.
<b>ANCHOR</b>	1 x 65 kg CQR (140lbs) + 1 x CQR 105lbs 1 x 108 kg cast bronze Fisherman
<b>WINCHES</b>	5 x Meissner 77/3 electrical (3 for sheets, 2 for main halyards)
<b>STAUNCHIONS</b>	Full set of bronze with s/s wire

**GANGPLANK**

1 x Aluminium,  
for winter, 1 x  
carbon  
Full Set Crew  
Uniforms – all  
by Gaastra  
2013

**MISCELLANEOUS**

Full set wet  
weather gear  
– all by  
Gaastra 2013

The galley maintains its original styling, but has been entirely re-designed.

- 1 x Fridge
- 1 x Freezer
- 1 x Icemaker
- Gas Hob x4 burners
- Gas Oven
- Nespresso Coffee maker
- Silver cutlery engraved with Fife dragon
- Full set monogrammed crockery with “Mariquita”
- Full Set of crystal glasses
- Full set of Crew crockery and cutlery

**TENDERS**

1 x 11' / 3.3m Clinker rowing tender

1 x 11'5" / 3.50m Novurania, with Toisha 25Hp outboard 2 stroke, 2007

Mariquita is one of the most iconic yachts in the history of the sport and her career spanning over a century is one of the great maritime stories.

Designed and built for industrialist Arthur Stothert by William Fife III, she was launched in 1911 at Fairlie on the Clyde in Scotland. Mariquita combined Fife's design with the high build quality of his celebrated yard.

In 1915 she was sold, ending up in neutral Norway where she spent the war years. She returned to Great Britain after the war and was brought to West Mersea by Arthur Hempstead. His firm undertook the decommissioning. Her fine mast was chopped away above the deck, her keel bolts let go and 40 tonnes of lead cut into scrap on the Mersea

Hard. The hulk of the once-beautiful yacht was towed to Woodbridge on the River Deben and in 1958 moved to Pin Mill, on the River Orwell. After 30 years as a houseboat in Suffolk the timely intervention of William Collier and Albert Obrist in 1991 led to her landmark restoration at Fairlie Restorations. After years of painstaking work Mariquita finally appeared in 2004. With Mariquita's restoration, her owners sought not only to save a unique yacht, but also the quality ethos to which she was built and raced back in 1911. The Mariquita Project was one of the most professional and well-resourced classic yacht programmes ever undertaken. She started a highly successful nine-year campaign that saw Mariquita star at regattas throughout Europe.

However in 2012, Mariquita was unexpectedly offered for sale. The syndicate who eventually purchased her was helped by inheriting some of the existing Mariquita crew. With a yacht as complex as Mariquita where everything is done by hand, working as a team is paramount. It took time for the crew to bed in but by the fourth regatta in Barcelona the skipper George Newman was seeing signs of real improvement. Despite some dramatic conditions in both Mahon and Cannes and some very close racing with her great rivals Moonbeam IV and Cambria, Mariquita arrived in Saint-Tropez for the final regatta of the season in good shape with six podium finishes under her belt.

Her 2014 season ended with even better results – after winning overall the Big Boat class in the Panerai Grand Prix, Mariquita then went on to come second in Les Voiles de St Tropez, behind the mighty gaff schooner Elena. She is now ready to be passed on to her next custodian.

Mariquita combines Fife's design talent and refined aesthetic with the high construction qualities of his celebrated yard. The 19m Class is slightly smaller than most Big Class cutters and fulfilled the aspiration to have a matched class of big cutters. As a racer she held a distinguished place within her class and won the King's Cup.

After over five decades as a houseboat, her future was in doubt until she was saved in 1991. Ten years later the painstaking task of restoring her to racing condition was started. Though her spars and lead keel were lost, her fabulous original interior remained.

It took 3 years at Fairlie Restorations to restore the yacht to match the original structural requirements of the class. She was rebuilt to Lloyd's Register and to her 1912 configuration which provided some speed enhancement over the initial design of 1911.

In order to achieve great hull strength and to save weight the designers opted for a composite construction, a full steel structure

planked over in mahogany and secured with bronze fastenings. Addition of modern coatings, bedding compounds and insulation methods, a new engine and modern systems have been installed and five powered winches ensure far greater longevity without altering her sailing characteristics.

All planking was renewed in 2"/51mm African Mahogany.

Teak decks is laid over 0.8" /20mm plywood

All structural fastenings are Nickel Aluminium Bronze

Previous names: Mariquita; Maud IV

## **Исключения**

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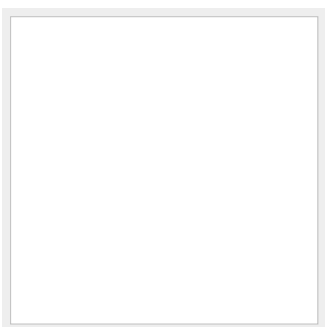
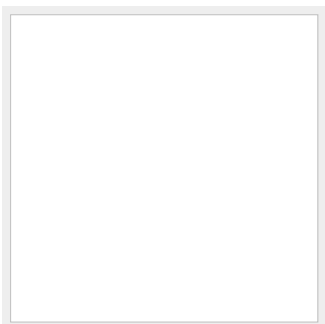
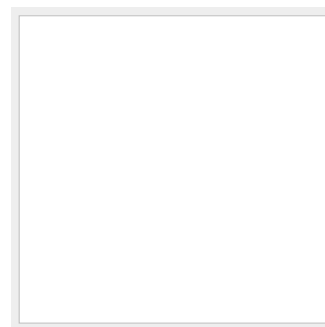
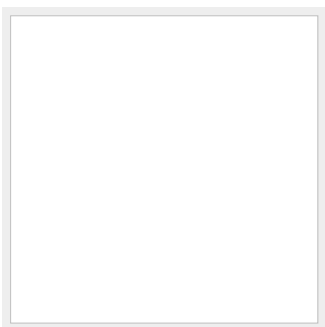
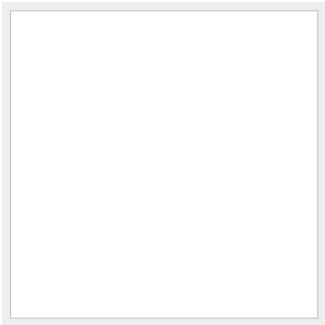
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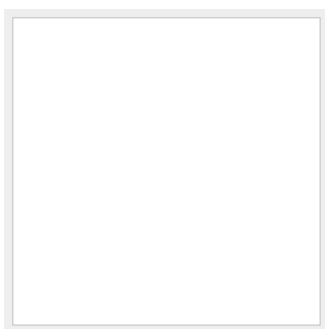
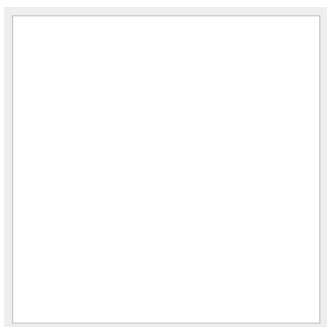
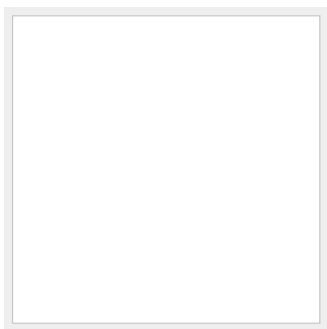
## **Отказ от ответственности**

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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

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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

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Email: **andrey@shestakovyachtsales.com**

Web: **[shestakovyachtsales.com](http://shestakovyachtsales.com)**

## Телефоны

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

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

## Время работы

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

Воскресенье: **Закрето**

## Адрес

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