

NEFERTITI — NAUTOR'S SWAN



Builder: NAUTOR'S SWAN

Year Built: 2010

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: Spain

LOA: 90' 10" (27.69m)

Beam: 21' 2" (6.45m)

Min Draft: 14' 5" (4.39m)

Cruise Speed: 12 Kts. (14 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **NEFERTITI — NAUTOR'S SWAN** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **NEFERTITI — NAUTOR'S SWAN** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

Extraordinary Nautor Swan from 2010 with captivating good looks that will never be out of style. Meticulously maintained and equipped to race or cruise in the utmost style.

Offered to co-brokers on a commission split of 50/50.

Basic Information

Category: Cruising Sailboat

Model Year: 2010

Year Built: 2010

Country: Spain

Dimensions

LOA: 90' 10" (27.69m)

LWL: 80' 6" (24.54m)

Beam: 21' 2" (6.45m)

Min Draft: 14' 5" (4.39m)

Speed, Capacities and Weight

Cruise Speed: 12 Kts. (14 MPH)

Displacement: 129631.810056 Pounds

Water Capacity: 264.172052 Gallons

Holding Tank: 211.3376416 Gallons

Fuel Capacity: 528.344104 Gallons

Accommodations

Total Cabins: 4

Total Berths: 11

Hull and Deck Information

Hull Material: GRP

Deck Material: Teak

Hull Finish: Stainless Steel

Hull Designer: Frers Naval Architecture

Engine Information

Engines: 1

Manufacturer: Perkins

Model: Sabre 225Ti

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Broker's Comments

Not all Swan 90's are the same. NEFERTITI is the newest in her class and is in simply immaculate condition. She races on both the Med, and the Caribbean circuits, is fully commercial, MCA compliant and available to charter. With state of the art A/V, a beautifully light and natural interior, and the benefit of genuinely flush decks, she needs to be seen first-hand.

Powered by a Perkins Sabre engine, she has a cruising speed of 10 knots and can reach a top speed of 12 knots. While sailing she is capable of reaching speeds of over 20 knots in the right conditions.

1st place in both 2014 and 2013 Swan Caribbean Challenge Trophy regattas at the RORC Caribbean 600.

Construction

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

Hull, Deck & Superstructure Construction:

- The hull is of a foam cored glass fibre reinforced construction with aramid and carbon fibre reinforcements built in a female mould using vinylester resin.
- The top sides are of sandwich construction.
- The bottom laminate from the waterline down is monolithic.
- A high proportion of the fibres are unidirectional, giving a stiff laminate with excellent strength and fatigue properties.
- The hull laminate is post cured according to the resin manufacturer's recommendation.
- All the stiffeners are glass fibre reinforced vinylester with unidirectional carbon fibre reinforcements.

- The stringers and web frames are pre made hollow sections that allow them to be used for ventilation purposes or as cable conduits.
- The engine beds are integrated in the stiffeners.
- Special care is taken to assure rigid foundation and proper adhesion to hull.
- The structural bulkheads heads are of pre-preg foam cored carbon sandwich construction laminated to hull and deck.
- The composite chain plates are built using wet epoxy and unidirectional carbon fibre straps laid over stainless steel bushings.
- The chain plates are post cured according to resin manufacturer's recommendations.
- The carbon fibre main shroud chain plates and chain plates for the split backstay are attached to the hull structure.
- There is a recessed head stay.
- The paint system is Awl grip.
- The topsides are painted in Snow white.
- Laid teak 65 x 12 mm nominal thickness, quarter cut, battens on side decks, comings and cockpit sole glued and vacuum bagged.
- There are two removable foot supports at helm stations.

Transom:

- There are three openings in the transom, one giving direct access to the dinghy garage, one shore connection hatch and the gangway hatch.
- The transom door doubles as a bathing/boarding platform.
- It is made from carbonfibre pre-preg for maximum stiffness.
- There is 12 mm teak on the topside.
- The door is hydraulically operated by two custom built stainless steel rams.

Keel & Rudder:

- The ballast bulb is lead casting with 4.5 % antimony and attached to a Weldox 900 steel fin.

- The keel is attached to the hull with AISI 329 bolts.
- The fin is faired using templates to a tolerance of +0/-3mm.
- The rudder is supplied by Isotop and built using carbon fibre/epoxy skin on a foam core, with a tubular carbon fibre stock.
- The lower tip of the rudder is designed to break before the stock.
- There is also a weed deflector in front of the rudder.

Machinery

Engine & Gearboxes:

- The marine diesel engine is a Perkins Sabre 225Ti 165 kW/225 hp@ 2500 rpm with direct mounted reduction gear.
- Engine and reduction gear are supported on flexible mounts.
- The marine gearbox is a ZF 80A 8° down angle, reduction 2, 5:1.

Maintenance & Performance:

- Engine Hours: c. 4,031 hours.
- Speed: 12 knots.

Propulsion & Steering:

- There is a twin wheel sprocket and chain system with stainless steel cables, 4, 0 turns H.O. to H.O.
- There are two 1200 mm clear coated carbon composite wheels.
- The wheels can be independently disconnected.
- The emergency steering is by autopilot.
- The propeller shaft is made of corrosive resistant steel with a diameter of ϕ 50,8 mm.
- The shaft is supported by water-lubricated rubber bearings at P-bracket and stern tube.
- The propeller is a folding 4-blade Brunton Varifold - 760x526 (30"x21").

- There is a Hundested FT1R retractable bow thruster, thrust power 18.4kW and thrust force 2,3kN.
- The thruster is powered by the hydraulic PTO pump on the diesel generator.

Exhaust System:

- The Halyard wet exhaust system has fibreglass silencers and gas/water separators installed for both main engine and diesel generator.
- Water is discharged below the waterline and exhaust gases from main engine and diesel generator exit under the transom.
- Silencers are provided with a drain tap.
- They are flexibly supported on vibration dampening brackets.
- The silencer I separator system is a custom Halyard design with lift silencers and flat separators.

Hydraulics:

- Central hydraulic system is PLC controlled.
- The hydraulic system is a Basch-Rexroth custom designed system to supply all hydraulic functions quietly and smoothly, eliminating any inherent hydraulic noise.
- The alternative power sources are installed to meet the demands of the sail handling equipment.
- Since the sail handling is dependent on hydraulic systems it is important to have alternative power sources to ensure trouble free operation.
- Hydraulic functions: anchor windlass, jib furler, anchor swing arm, bow thruster thrust, bow thruster up/down, outhaul, inner forestay tensioner, jib halyard tensioner, boom vang, starboard halyard winch, port halyard winch, cunningham, starboard primary winch, port primary winch, starboard secondary winch, port secondary winch, main sheet captive winch, backstay tensioner, auto pilot back up, supplies oil to auto pilot cylinders from a genset PTO pump, transom hatch cylinders, dinghy winch - not on open transom version.
- Central hydraulic system: the hydraulic system is defined on a basis of a central power pack supplying regionally located valve groups, thereby achieving minimal weight to power ratio with the effect of using minimum electrical power with maximum hydraulic movement. Each control valve group is situated close to the operating unit, giving a precise control and allows for

a quiet and smooth operation, eliminating inherent hydraulic noise and vibration.

Electrical Systems

Voltage Systems:

- 2-pole 24 V insulated return DC-system for lighting, blowers, pumps etc.
- The wires are sized to minimise voltage drop.
- The navigation area is provided with a main switchboard.
- The colour of the panel is grey anodized Aluminium.
- The AC and DC voltages and consumptions of the yachts main systems can be monitored at this panel.
- The panel is also equipped with a display for alarms.

Battery Banks:

- Service battery: 24v 1200Ah/10h.
- Service battery 2: 24v 300Ah/20h.
- Starting batteries: 230v 50Ah/20h.
- Diesel engine: 230v 26kW 1 phase.
- Shore power: 230v 63 A 1 phase.
- There are two battery banks, number one for service and number two for hydraulics.
- The service battery bank is 24 V 1200 Ah | 5 h and consists of 24 single cells of 2 Veach – located in owner's cabin forward.
- The model is Enersys 8 PzV 600.
- The batteries are of Enersys maintenance-free gel type.
- The bank is for the lights, blowers, pumps, electronics etc.
- Hydraulic batteries are Optima 300 Ah | 20 h and consist of eight Optima YellowTop S5,5 12 V 75 Ah – located in forward starboard guest cabin.
- The hydraulic bank is used for the 2 x 5 kW central hydraulic and the auto pilot pump.

- There are two 24 V banks, one for the main engine and one for the generator, each with a capacity of 55 Ah / 20 h, model Optima Red Top.
- The starting batteries are of maintenance free AGM type batteries - located in forward starboard guest cabin.
- There is a paralleling button in stbd cockpit coaming for the main engine and generator starting batteries.

Alternators:

- There is one 24 V 60 A alternator on main engine common for engine starter battery and hydraulic battery.
- There is one 24 V 35 A alternator on the diesel generator for the diesel generator's starting battery.

Generators:

- There is one 26 kW M944W Northern Light generator producing single phase 230 V 50 Hz AC. The unit is mounted on elastic seating.
- The generator is mounted inside proprietary sound shield.
- Generator Hours: c. 9,200.
- Maximum permissible heel angle is 23° left and right. Intermittent 35° Up to two minutes.
- There are two Mastervolt, Mass 24 V 100 A chargers with 3-step charge characteristics, for the service battery.
- There is a temp sensing at the battery.
- There is one Mastervolt, Mass 24 V 100 A charger with 3-step charge characteristics, for hydraulic battery.
- There is a temp sensing at the battery.
- The starting batteries can be charged by one Mastervolt Mass 12 V 10 A charger with 3-step charge characteristics via isolator diode.
- There is a temp sensing at main engine starter battery.
- Inverters: conversion of 24 V DC to 230 V AC 50 Hz for single-phase AC consumers. There is one Mastervolt 24/2500 VA for misc. and one Mastervolt 24/1500 VA for instruments and

entertainment.

- Transformer: Power from ashore is led to a 15 kVA isolation transformer.
- On the electric main panel is the switch board panel where the controls for the generator are.
- Measuring of the temp and oil pressures for the generator can be observed.

Power Sources:

- The system has two different sources of power. Each source will be operated independently of each other. The sources are obtained from: Generator PTO pump Bosch-Rexroth A1OV045 on the genset. Two DC Electric motor standby pump units Besch-Rexroth A1OV028, -5 kWea.
- Generator Hours: 9,200 hours.
- All pumps are equipped with a horse power controller. The function is based on the power requirement from the users with the style of maximum speed/ minimum pressure and maximum pressure/ minimum speed.
- The alternative power sources are installed to meet the demands of the sail handling equipment. Since the sail handling is dependent on hydraulic systems it is important to have alternative power sources to ensure trouble free operation.
- Power pack: the power pack is equipped with two 5 kW electric pump units as well as one pump unit mounted on the diesel generator. The power pack is also equipped with a pressure filter, return filters, oil level sensors and a temperature sensor and an air breather.

Other Electrical:

- Air compressor Kaeser TA-4101 621/min @6bar 24 VDC.

Plumbing and Monitoring System

- The alarms are presented on a display in the navigation area.

Fresh water:

- The fresh water pumps are stopped if they run out of water.

Sea water:

- The pump is equipped with a timer that stops the pump if it runs continuously longer than 30min.

Grey water system:

- The grey water pump out pumps can be operated in manual or automatic mode.
- The grey water tanks are equipped with % and full tank alarms in galley.
- Tank level switches are made by Sealand.

Black water system:

- The black water pump out pumps can be operated in manual mode. Black water tanks are equipped with % and full tank alarms in galley. Tank level switches are made by Sealand.

Drainage system:

- The bilge pumps can be operated in manual or automatic mode.
- The automatic mode is controlled by a Quick BS015 level switch next to the pump.
- There is separate high-level alarm Quick BS 015 level switches for all bilges areas.

Water metering:

- Water tank levels are shown at the monitoring panel.
- The tank level sensors are made by VDO.

Fuel metering:

- The fuel tanks levels are shown at the monitoring panel.
- The tank level sensors are made by VDO.

Monitoring System:

- In the nav. station, there is a display that shows alarms of the following, alarm buzzers in cockpit and navigation station.
- Low oil level in hydraulic tank.
- Low oil level in hydraulic tank, stop of hydraulic system.
- High temp in hydraulic tank.
- Bilge levels high. Bilge pump run continuously for more than 5 minutes or more than 10 times per hour.
- Grey water pumps run too long.
- Grey water tank levels high.
- Grey water tank levels full.
- Black water tank levels high.
- Black water tank levels full.
- Water pressure pumps run dry.
- Water in fuel separators.
- Low battery voltage, service battery.
- Low battery voltage, hydraulic battery.
- Generator overload.

Level Metering:

- Water tanks.
- Fuel tanks.
- There is a separate fire alarm system with one sensor aft entrance, one in the engine room and one at the main entrance.

Tankage

Fuel:

- Total capacity of 2,000 litres in stainless steel tanks.
- Tanks are equipped with hatches of adequate size to permit inspection and cleaning.
- All tanks are pressure tested to 0.45 bar. Shut off valves are provided for each tank.
- The feed lines to the engine and diesel generator are equipped with Racor 10 fuel filter/water separators with water alarm.
- Dual version mounted for main engine, and generator, so as to permit uninterrupted running while changing filter elements.
- Dual version for diesel generator, vacuum gauges with water alarm mounted.
- All flexible hoses are according to IS07840.

Fresh water:

- Total capacity of 1,000 litres in 4 x stainless steel tanks.
- The tanks are provided with baffles, hatches, level indicators and vent pipes.
- All tanks are pressure tested to 0.3 bars.
- Tank levels are shown on electrical main switchboard.

Grey/Blackwater holding tanks:

- Grey water from sinks, basins, showers, air conditioning and washer/dryer is collected in grey water tanks, one forward and one aft, if necessary by transfer pumps.
- Two stainless steel grey water tanks are provided, one aft one forward, total capacity 200 LI + 200 L.
- Level switches are fitted to each tank, with indication at % full and full
- All toilets are connected to the black water tank.
- No possibility to flush toilets directly over board.
- Two stainless steel black water tanks are provided, one for aft toilets and one for forward toilets, total capacity 200 l + 200 l, with indication at 3/4 full and full.
- The tanks are fitted with baffles, inspection covers, and vent lines.

- Tank ventilation equipped with SaniGard vent filter.
- The tanks can be emptied by 24 V electrical pumps to sea cocks via siphon breaks.
- Each tank is also provided with a deck suction line.

Navigation Equipment

- The instrument panels are facing forward.
- The panels are divided and can be removed easily for service or installations.
- There are two Suunto 5" magnetic steering compasses at helm adjustable for global balancing.
- A Brookes & Gatehouse Halcyon Gyro stabilised compass is used as the main heading source for the navigation instruments, autopilot and other instruments requiring accurate heading information.
- A B&G Halcyon 2000 compass is used as the backup heading source.
- Barometric pressure is displayed in the B&G H3000 system. Barometer, Wempe CW 000002 is delivered loose with yacht.
- There is a comprehensive Brookes & Gatehouse Hercules 3000 package consisting of central processor unit, masthead unit, speed/temperature sensor, depth sensor and barometric sensor.
- There is a B&G Hercules H3000 Main processor, a B&G Meter expansion processor and a Halcyon gyro processor.
- One B&G Graphical Function Display (mono-chrome GFD) and one NMEA Full Function Display (FFD) located at navstation and additional GFD's one per helm, one in the Owner's cabin and one in captain's cabin.
- Four 40/40 repeaters mounted on the mast.
- GFDs also display hydraulic pressures for backstay, vang, outhaul, jib halyard, cunningham, inner forestay as well as forestay length adjuster position.
- There is one B&G 360° and one 45° magnified wind direction repeaters at each side of cockpit
- The through hull sensors are of shut off valve type, housing in bronze.
- One long reach depth sensor located front of keel, the aft depth is an NMEA type depth

sensor not penetrating the hull skin and is installed close to the rudder.

- The B&G system can display the depths as FWD DEPTH and AFT DEPTH.
- One long-reach paddle wheel speed sensor, located front of keel, housing in bronze, integrates sea temperature sensor.
- There is a wind sensor at mast head, type vertical masthead unit L=1450mm
- A barometric pressure sensor is also provided.
- A Furuno NavNet radar/chart plotting system consisting of one 10.4 inch.
- Furuno 1834C/C-MAP radar/plotter display at the navstation.
- An additional 10,4 inch radar/plotter display is installed in aft cockpit.
- Furuno GP-320 DGPS used as the main navigator for: Furuno NavNet radar/chart plotting system. PC cartography software MaxSea NavNet Commander V12. Brookes & Gatehouse autopilot system.
- A Furuno GP-37 GPS navigator with WAAS software as back-up.
- The radar is a Furuno 4 kW 60 em radome type antenna integrated with the Furuno NavNet plotter system.
- PC cartography software MaxSea NavNet Commander V12, on the computer.
- The MaxSea NavNet software can also be viewed in the saloon TV.
- The chart system for the Furuno NavNet system is C-MapNT MAX..
- There is a dual frequency Navtex receiver, Furuno NX300.
- Furuno FA-150 class A type AIS system.
- The target information is sent to the Furuno NavNet system and to the MaxSea NavNet software.
- There is a Marco EW3 24 V foghorn.

Autopilot System:

- Main unit: There is a B&G H3000 ACP2 autopilot system with one Graphical Pilot; Display (mono-chrome GPD) control unit at each steering wheel.
- Power Pack: There is an individual 24V Marsili/ Bosch Rexroth power pack.

- Hydraulic Cylinders: The autopilot is driving the steering quadrant via twin Rexroth low friction cylinders. There is a hydraulic back-up for emergency use, supplied from the main hydraulic system.

Computer System:

- The computer is a Dell Optiplex GX 745 "Ultra small form factor" computer with a DVD station connected to a 17" LCD flat screen at the navigation station.

Communication Systems

- The Simrad RS-87 DSC VHF has two handsets, one at the nav station and one at the helm, with intercom possibility between the two.
- There is an Inmarsat Fleet 55 satellite telephone system from KVH with a handset installed at the navstation.
- The F55 systems is connected to the computer for Internet and for sending/receiving e-mails.
- There is a Nokia E60 quad band GSM phone at the navigation station.
- The E60 is equipped with a docking station so that when docked the telephone is connected to an external antenna and to the computer for Internet and for sending/receiving e-mail.
- There is a Yachtspot Internet Wi-Fi system that searches for public "hot spots" and broadcasts them onto the yachts wireless local area network (WLAN).
- The system is connected to an external antenna.

Navigation Antennas:

- There is a Furuno NavNet GP-320 DGPS antenna on the port lower pushpit rail.
- The Furuno GP-37 GPS antenna is mounted on starboard 2nd spreader.
- The Furuno FA-150 AIS GPS antenna is mounted on port 3rd spreader.
- The Furuno NavNet radar scanner, 60 em dome type, is mounted front of mast between 1st and 2nd spreader.
- The Furuno NX-3H-D Navtex antenna is mounted on 2nd spreader port side.

Communication Antennas:

- T&T Fleet 55 satellite telephone antenna is installed on 151 spreader starboard side.
- The Furuno FA-150 AIS transponder (VHF antenna) is mounted on 3rd spreader stbd side.
- The GSM antenna is mounted on 2nd port spreader.
- The WLAN antenna on 2nd spreader stbd side.

Entertainment Antenna:

- There is an R&R Electronic Delta DSC Biscaya active antenna at the masthead for the VHF, TV and FM radio.
- Satellite TV antenna, KVH TracVision M7 (GyroTrac config) is installed on spreader port side.

Domestic Equipment

Galley:

- Miele G1222 SCi Integrated 230 V 2.3 kW dish washer.
- In sink Erator 555 230 V 0.55 kW food waste disposal.
- Miele M 8261 2.2 kW microwave oven.
- Miele W 2839 i Integrated 2.4 kW 5kg 1600rpm washer.
- Miele T 4839 Ci Integrated 2.9 kW condensing type, 6 kg dryer.
- Two refrigerators 115 l in galley, Frigonautica custom built 24 V DC.
- Two freezers 90 l in galley, Frigonautica custom built 24 V DC.
- Miele induction hob.
- Miele electric oven H 4240 B 3.5 kW stainless steel front. All built into one gimballed unit.
- Underfloor freezer.

Note: There are five custom made Frigonautica 24V DC water cooled compressors units for fridges and freezers.

Heads/Showers:

- The toilets are Tecma Silence Plus, 24 V.
- Flushing by fresh pressure water, consumption per flush about 2.5 litre.
- The function cycle is completely automatic.
- The high performance turbine pump enables a complete fragmentation of the organic residues.
- Full black water tank disable flushing of toilets.

Heating & Ventilation:

- A centrally cooled / heated waterborne system 230 VAC 50 Hz is fitted for the entire accommodation. Condensation water from the system is collected to the grey water tanks.
- Cabin units: The total cooling / heating capacity is divided in proportion to cabin volume and position. The system is designed for the air handler to run on low speed for silent operation.
- Main unit: The main unit is a Condaria PWM/FCL/18002, 72,000 BTU/h (21kW).
- Control panels for fan coils in saloons and cabins are hidden inside of lockers.
- Change over from cooling mode to electrical mode is done on control box for the system in engine room.

Lighting:

- Xelogen spot lights 10 W, Cantalupi Nafisa.
- There are dimmer controls in all cabins and saloon.
- Fluorescent lights in engine room.

Entertainment

Audio Systems:

- Saloon: There is a Bose Lifestyle 48 home entertainment system playing DVD/CD and FM radio. The Bose System can store up to 350 CO's on its hard drive. The unit is connected to

saloon LCD TV.

- Cockpit: Two Bose speakers and two Poly-Planar MA-6500 (Platinum series) are installed in cockpit. Music is fed to the speakers as an individual zone from the saloon Bose system. The system is controlled by a Bose Personal Music Center II radio remote control as well as a volume knob in aft cockpit.
- Owner's cabin: Teac DR-H300 DVD/CD/FM stereo system connected to LCD TV and one pair of B&W CCM50 speakers mounted in ceiling.

Video Systems:

- Saloon: A 40 inch LCD TV from Loewe (Individual Selection) connected to the Delta antenna for terrestrial TV and to the KVH satellite TV antenna system for European free to air satellite TV.
- Owner's cabin: A 26 inch LCD TV from Loewe (Individual Selection) connected to the Delta antenna for terrestrial TV and to the KVH satellite TV antenna system for European free to air satellite TV.

Accommodation

Summary of Accommodation:

- The lockable companionway has a manually operated sliding hatch of tinted acrylic and a GRP manually operated sliding drop board.
- There is an aft companionway lockable sliding hatch of tinted acrylic with sliding drop board.

Hatches and Windows:

- Nautor custom made flush mounted tinted acrylic hatches with gutters and frames in white painted composite. All hatches are supported by gas cylinders. Sizes are for clear openings.
- Two hinged 500x390 mm above guest cabin
- Two hinged 500x500 mm above saloon.
- Two hinged 360x250 mm above aft guest bathrooms.
- Two hinged 500x500 mm above Owner's cabin.

- One hinged 500x390 mm above owner's bathroom.
- Two hinged 360x250 mm above crew cabin.
- Teak covered hatches: One hinged hatch to anchor stowage and windlass. One hinged 800x800 mm to sail locker. One hinged 800x800 mm to lazarette. Two hinged 650x550 mm to lazarette stowage.
- Port holes: here are six Goiot Cristai43-18R open able tinted acrylic portholes in coamings, flush mounted with white painted Aluminium frames. Two in starboard aft guest cabin. One in starboard aft guest bathroom. Three in galley.

Description of layout:

Forward Cabin (Owner's Cabin):

- There is a queen size double berth on centerline.
- Two hanging lockers are located outboard.
- There is a small sofa on starboard side.
- A 26" flat screen on aft bulkhead and entertainment electronics in aft locker on port side.
- The hanging locker is fitted with rail for dress hanging and a light that automatically switches on when the door is opened.

Forward Amidships Cabins (Guest Cabins):

- The forward amidships cabins on the starboard and port side are guest staterooms with toilets forward of the cabins.
- The starboard cabin has a queen size double berth outboard with a hanging locker at the forward end.
- There are upper lockers outboard and a bedside table inboard of the berth.
- The port side cabin has two single berths with a hanging locker at forward end of the outboard berth.
- There are upper lockers above and a bedside table between the berths.
- Both cabins have Pullman berths.

- The hanging locker is fitted with a rail for dress hanging and a light that automatically switches on when door is opened.

Saloon:

- Dining for seven persons is provided on port side with a U-shaped sofa outboard port and a large rectangular dining table with two chairs.
- There is a coffee table on starboard side in front of the sofa.
- There are four lockers, one in each corner of the saloon with bookshelves between the lockers on port side.
- A 40" flat screen outboard of sofa and entertainment electronics in aft locker on starboard side.
- There is a U-shaped sofa on port side and a three seat sofa on starboard side.
- Stowage under sofa is placed where practical.
- The saloon dining table size is approx. 800 x 1850 with drawers under table top for cutlery.
- The coffee table size is approx. 380 x 1080.

Galley:

- The galley is located on port side of the yacht with access to saloon, crew quarters and the engine room.
- Two sinks and dishwasher are located in counter inboard.
- Cooker and microwave oven are located outboard.
- Freezer and fridge are located forward-facing aft.
- The lockers are in teak.
- Work top, sliding doors and backsplash are in Corian.
- The fiddles are made in teak.
- There are integral sinks with a kitchen faucet and separate shower at sink.
- A chest of drawers and stowage for pots and pans can be found in the lower lockers.
- There is stowage for crockery and glasses in the upper lockers.

Navigation Area:

- The navigation area is located aft of the engine room.
- A chart table is facing forward.
- The main electrical switchboard is on port side.
- There is an oilskin locker, locker for washer and dryer and a second companionway in the aft part of the area.

Engine Room:

- The engine room is aft of the saloon.
- The structure is built in aluminium profiles.
- There is an entrance from galley.
- Engine room surfaces and technical equipment are painted in white RAL9010 where practical.
- The hull above propeller area is sound insulated with damping paste and metal sheets.
- Partitions between cabins, toilets, corridors, etc. are built to meet a 20 dB (A) reduction of airborne sound.
- All floorboards are laid on vibration damping materials.
- The engine room is insulated towards cabins and saloon with various layers of rock wool with noise barrier sheets in between.
- The engine room doors are of similar construction as the surrounding partitions.
- They close onto rubber faced landings for maximum noise reduction.
- The engine room internally is sound insulated as is the propeller area.
- Drip tray under engine is connected to an electric waste oil drain pump via a valve chest, with the possibility to drain the oil also from the main engine and the generator.
- When the equipment is installed, accessibility is taken into account to allow the service of all equipment when necessary.

Aft Amidships Cabin Starboard (Guest Cabin):

- The starboard cabin has two single berths.
- There is a full height hanging locker forward of the outboard berth and upper lockers above the outboard berth.
- The toilet is aft of the cabin.
- This cabin also has a Pullman berth.
- The hanging locker is fitted with a rail for dress hanging and a light that automatically switches on when door is opened.

Aft Cabins (Crew Cabins):

- There are upper and lower berths and hanging lockers with drawers on lower part.
- Similar cabins on port and starboard side.

Cockpit

- There is one fixed teak cockpit table with folding leaves.
- The table is installed on telescopic supports and can be manually recessed flush with seat level.
- The teak table top and leaves are treated with oil.

Deck Equipment

Rig:

- IG: 120.73' / 36.80m.
- J: 35.30' / 10.76m.
- P: 116.47' / 35.50m.
- E: 37.56' / 11.45m.
- There is a four spreader rig with discontinuous shrouds.
- The spar is built by Offshore Spars – black clear coated carbon, as well as Park Avenue boom in black carbon.

- The rig is set up for easy handling with swept spreaders 25 degrees.
- The Boom vang is used on the wind to complement mainsheet.
- The mast is a carbon fibre standard modulus, with luff track for mainsail.
- The masthead is a moulded carbon fibre unit integral with mast.
- Hi-Load sheaves according to Spar Builder's assembly drawing.
- There is a hydraulic outhaul system and arrangement for three reefs in the main sail.
- There is a Navtec Nitronic 50 rod rigging.
- Main shroud rigging screws of barrel pin type.
- Head stay and inner forestay have toggles at upper and lower end.
- The ropes are of Dynema.
- Main halyard with screw shackle, headsail halyards and sheets with snap shackles.
- Internal halyards.
- Tracks: Harken 1706 tracks for jib sheet with Harken C6278 cars and stoppers.
- Fixed Blocks: Harken C7056 150 mm double foot block on side deck for jib sheet leads and gennaker sheet to the coaming winches. Harken H3017 125 mm single foot block for floating jib car towing line. Seven Harken C6355 Halyard lead blocks. Four Harken C5121 150 mm single blocks for runners and gennaker sheet.
- Jammers/Clutches: Six Spinlock ZS jammers for halyards on deck close to mast.
- Mast and shrouds are electrically connected to the keel. In the top of mast is an air terminal connected to a lightning conductor, which runs down to the keel.

Rig Hydraulics:

- All the hydraulic functions are powered by central hydraulic system.
- Reckmann UD4 Sphere hydraulic furling head stay with R6 double groove aluminium foil.
- Navtec cylinder for inner forestay tensioner, Navtec -40 SE. Navtec boom vang, Navtec -90
- Navtec jib halyard tensioner, Navtec -30 FE Mainsail outhaul, Navtec -22 FE. Cunningham Navtec -17 FE.
- Two cylinders with mechanical locks for split backstay adjustment,

- 2x Navtec -30 L.
- All Navtec cylinders are black anodized.
- There is a hydraulic mast jack with spacer and removable manual pump.

Sheets:

- Main sheet – one sheet, Dyneema.
- Jib sheets – two sheets, Dyneema.
- Staysail sheets – two sheets, Dyneema.
- Gennaker sheets – two sheets, Dyneema.
- Gennaker halyard – two sheets, Dyneema.
- Staysail halyard – one sheet, Dyneema.
- Jib halyard – two sheets, Dyneema.
- Main halyard – one sheet, Dyneema.
- Tail end for running backstays – two sheets, Dyneema.
- Preventer – one sheet, Dyneema.
- Trysail halyards – one sheet, Dyneema.
- Trysail sheets – two sheets, Dyneema.
- Inboard reef lines – two sheets, Dyneema.
- Outboard reef lines – two sheets, Dyneema.

Winches:

- All winches are hydraulically driven via the hydraulic main ring system and connected to the valve blocks with flexible hoses.
- Two Harken B1110 STA HLHY primary winches in cockpit.
- Two Harken B1110 STA HLHY secondary winches in cockpit.
- Two Harken 8990.3 STA halyard winches near the mast.

- One captive Lewmar LMS 77 main sheet winch mounted under deck

Sails (General):

- Fore triangle: 2,131 sq.ft / 198.0m².
- Main sail: 2,732 sq.ft / 253.8m².
- Jib: 2,251 sq.ft / 209.1m².
- Asymmetric: 8,288sq.ft / 770.0m².

Sails (Cruising):

- New Spectra carbon mainsail.
- New Spectra carbon furling jib.
- New Spectra carbon furling staysail.
- Storm jib.
- Trisail.
- A3 cruising spinnaker.

Sails: (Racing):

- 3DI black mainsail.
- 3DI black number 3 jib.
- 3DL number 2 jib.
- 3DL jib top.
- Racing spinnaker A3.
- Racing spinnaker A2.
- Racing spinnaker A 1.5.

General:

- There are eight 400 mm Olcece Ricci stainless steel pop-up mooring cleats; two on fore deck, four amidships, two aft.
- Custom made Olcece Ricci stainless steel pop-up fairleads recessed in bulwark; two forward, four amidships and two aft.
- Combined pushpit stanchion feet/roller fair lead in aft corners (not on open transom).
- One removable MPS block Harken C5813 0150 mm on C7403 base.
- Four 10" double grip and four 10" single grip winch handles.
- Two Bosun's chairs.
- Flag pole.

Anchoring & Mooring Equipment:

- The Lewmar vertical 4000 hydraulic windlass is installed in anchor locker on foredeck.
- The controls are on a wandering lead with a 3.5 m (11') cable.
- One hydraulically operated, retractable hydraulic Sanguineti 3710400 capstan drum mooring winch is installed on fore deck.
- One hydraulically operating Titanium anchoring arm for stowing the bow anchor in deck locker. The controls are on the same wandering lead as the windlass.
- One CQR 180 lbs anchor on hydraulically powered swinging arm.
- Fortress FX-85 stern anchor.
- 100 m 12 mm high-tensile anchor chain.
- 100 m 25 mm plaited nylon anchor line.
- Four mooring lines 15m each, diameter 22 mm.
- Four mooring lines 30 m each, diameter 22 mm.
- Eight Avon air fenders with lines.
- Anchor light with cable and plug.
- Two boat hooks.

Covers, Canvas & Cushions:

- There is a large recessed spray hood, with a canvas cover over the main entrance.
- It has stainless steel tube structure with a canvas top.
- There is a small spray hood over crew entrance, removable when not in use.

Tender & Outboard:

- Tender Hours: 300.

Safety Equipment:

- The MOM is mounted on stern pulpit.
- There are safety lines for deck and two eight-man AVON Modula 8 Super vacuum packed life rafts.

Fire-fighting equipment:

- There is a total flooding Clean Agent FM200 fire extinguishing system for engine room space with manual remote control.
- Two fire hydrants with hose reel, one forward and one aft.
- There are portable extinguishers Gloria P2G for each cabin and a fire blanket in galley.

Exclusions

Owner's personal belongings.

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PHOTOS









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