

BONAVENTURE — SELENE



Судостроитель: SELENE

Год постройки: 2009

Модель: Траулер

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: United States

Длина общая: 55' 0" (16.76m)

Ширина: 16' 0" (4.88m)

Крейс. скорость: 8 Kts. (9 MPH)

Макс. скорость: 10 Kts. (12 MPH)

Купить **Bonaventure** — **SELENE** 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 **Bonaventure** — **SELENE** 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

Selene 55 "Bonaventure" is a nicely customized example of what can be created when ordered and outfitted by experienced owners. Equipped as a serious passage maker her keel has cruised from Alaska to the Bahamas and Caribbean and up and down the East Coast of the USA. Loaded with options and systems that make her turn key for the next adventurer, you will want to be the next to take her helm charting your dream adventures with complete confidence in her capabilities and safety.

Основная информация

Тип судна: Траулер

Подкатегория: Long Range Cruiser

Модельный год: 2009

Год постройки: 2009

Страна: United States

Размеры

Длина общая: 55' 0" (16.76m)

Длина палубы: 0' 0" (0.00m)

Ширина: 16' 0" (4.88m)

Длина привального бруса: 55' 0"
(16.76m)

Скорость, вместимость и масса

Крейс. скорость: 8 Kts. (9 MPH)

Крейсерская скорость поворота: 1600
Kts.

Макс. скорость: 10 Kts. (12 MPH)

Водоизмещение: 95000 Pounds

Вместимость воды: 400 Gallons

Вместимость сточного бака: 110 Gallons

Объем топливного бака: 1400 Gallons

Размещение

Всего кают: 3

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

Производитель: Cummins

Модель: QSL9

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Overview

Selene 55 "Bonaventure" is a nicely customized example of what can be created when ordered and outfitted by experienced owners. Equipped as a serious passage maker her keel has cruised from Alaska to the Bahamas and Caribbean and up and down the East Coast of the USA. Loaded with options and systems that make her turn key for the next adventurer, you will want to be the next to take her helm charting your dream adventures with complete confidence in her capabilities and safety.

Cockpit

Using either of the side gates or the gate from the swim platform directly into the cockpit which, is particularly spacious. It can easily accommodate several chairs and a nice sized table for relaxing and entertaining. It is fully enclosable with custom Lexan screens which easily swing up and out of the way when appropriate. Or, easily removed for storage in custom cases when in some climates there is no need. A spiral staircase leads to the flybridge & boat deck for convenience and safety. Within it is a hanging locker and two smaller storage lockers. Within the cockpit are shore power inlets (see "Electrical" below), a hot/cold freshwater shower, and a raw water bib for washdowns. The integral swim platform is full-width and has a swim ladder easily accessible even from the water. "Staples" provide a sure grip and handhold when boarding/deboarding the dink, a kayak, or when landing a nice fish. There is a remote helming unit which plugs in at the cockpit and the Portuguese bridge providing engine gear and throttle plus thruster controls to give up close and personal maneuvering capability in close quarters. Two electric downriggers attach SS brackets in the cockpit. Alternatively, a spool holding 600' of line attaches for stern ties to the shore.

Salon

Enter the salon via a Dutch Door from the cockpit. Within to port is a U-shaped settee that seats 5-7. A high-low cocktail/dining table is in front of the settee. Though secured to the cabin sole, it can be easily moved in and out from the settee by adjusting the securing thumbscrews. Up/down travel is controlled by a hydraulic cylinder. The settee converts to a berth by sliding out the main part of the settee, dropping two hinged supporting posts, and inserting a filler. Across from the settee are two custom teak chairs with storage cabinets along side and ottomans beneath. They can be moved to the dining table to provide comfortable seating for 7. Forward of the settee and to the starboard is a large LCD TV connected to the entertainment center components. The inclusion of a day head with a Tecma toilet and wash basin forward to starboard. It is far more convenient to access from the salon, galley, pilothouse, cockpit, and flybridge than either of the two heads in the accommodations.

Galley

The ship's U-shaped galley is just forward of the saloon. A granite countertop and granite-topped bar defines its space. It includes a Force 10 propane range and oven, Sea Freeze refrigerator/freezer, GE Microwave/convection oven, Broan compactor, and Miele dishwasher. An exhaust fan integral to the microwave is vented overboard. A double stainless steel sink with a Skandvik faucet is to port beneath a large opening window. There are a number of storage lockers and drawers beneath the granite counter. Four deep drawers are within the forward bulkhead. Overhead are lockers on all three sides and include a wine glass storage rack.

Commissary

A commissary is accessed via a hatch in the aft part of the salon. Within is a large Grunert freezer, storage for ship's stores, large wine rack, and other cabinetry. Outboard, the commissary also provides access to some of the mechanical systems.

Pilothouse

Forward and three steps up from the salon/galley area is the pilothouse. The pilothouse is also accessed from the decks via Dutch doors port and starboard. Within, companionway stairs lead down to the accommodations and engine room and up to the flybridge. It is the nerve center of the boat. Within the companionway up to the pilothouse are louvered doors with cabinets behind for storage. One conceals a Raritan icemaker. to port is a large L-shaped settee with a watch berth above and behind it and a table in front. Beneath the watch berth are two large chart drawers. Centered and forward is the main helm. A Stidd helm chair positions the captain with a sweeping 290 degree view. An extensive list of equipment at the main helm including Twin Disc electronic engine controls and the Cummins Smartcraft engine display. Its navigation electronics include, two large LCD displays for the Furuno NavNet 3D charting, radar, and fish finder plus other purposes, remote camera display, autopilot, multi-function displays, metered anchor deployment controls, VHF radios, FLIR controls and display, satellite phone, Sirius/XM radio, forward looking sonar, and a security system. Within the pilothouse is the ship's electrical power management panel behind a glass front door. All 24vdc, 115vac, and 230vac systems are controlled through breakers and selector switches on this panel. Digital displays monitor the voltage and amperage draw in real time. In the starboard forward corner of the pilothouse a circular stair leads down to the accommodations and the engine room. At the stair landing, an Asko full size washer is recessed into the starboard side, while in the lower companionway across from the stairs is the full-size Asko dryer.

Master Stateroom Suite

A full-beam master stateroom suite is located under the pilothouse for maximum space and comfort at anchor, as this is the quietest location on the vessel with the least wave noise. It also

has the least motion when underway. A queen-sized berth is centerline in the boat. A digital safe for security of valuables is concealed within the suite. The suite has its own hanging lockers, dressers, vanity, and a separate and private head. The master head has a granite-topped counter with a wash basin and the Tecma toilet is within the compartment. A separate roomy shower is also within.

VIP Stateroom

The VIP has a queen island berth and is located in the forward end of the vessel. Like the master, it has its own heating controls as well as a hatch/emergency exit overhead. A portable DVD player is stowed in a starboard locker. Lockers, book shelves, and cabinetry symmetrically line the port and starboard sides of the stateroom. Large drawers beneath the centerline berth provide even more storage. Throughout all compartments, hanging lockers are solid cedar lined and self-illuminating. Four portholes, provide light and ventilation. They are fitted with screens and storm covers.

Guest Stateroom

The guest stateroom accommodates two guests or crew in upper and lower berths which are perpendicular to one another. It is roomy with a hanging locker, cabinetry with drawers, and a built-in custom teak ladder to ease the access to the upper berth. Two portholes provide for light and ventilation.

VIP and Guest Head

The guest head is aft of the VIP stateroom and across from the third stateroom. It includes a basin, Tecma toilet, and a full-size stall shower. Portholes over the basin and within the shower compartment provide ventilation and light.

Flybridge

The flybridge is reached via the spiral stairs from the cockpit or from within the pilothouse by way of a short companionway. At the aft end a 24v Steelhead 1500 lb. hydraulic-electric davit lifts and launches a 13'4" Novurania 400 RIB with a 50 hp Yamaha. Forward of the boat deck to port is a U-shaped settee that comfortably holds 5-6. A custom expanded FRP table is sized for dining and relaxing. Storage is found in lockers beneath the settee as is propane storage and the hydraulics for the davit. To starboard, FRP cabinetry holds a fresh water sink, a propane barbecue, a Dometic refrigerator, and storage lockers. Two custom Selene ladderback helm chairs maybe swiveled to face aft. A large helm area replicates all the essential electronics found in the pilothouse as well as engine controls, thruster controls, anchor controls and a second VHF. Atop the flybridge is an FRP radar arch that supports the aft portion of a full bimini. On it is also

mounted a custom mast for radar, sat phone, communication antennas, GPS, and cellular antennas. Windspeed and direction sensors are also on this array. Two 24vdc floodlights are mounted facing aft on the mast. Atop the pilothouse is the FLIR camera as well as a Carlisle & Finch 10" spotlight which is remotely controlled from both the flybridge and the pilothouse.

Side Decks/Foredeck

There are easy walk-around decks on each side of the vessel, enabling safe, secure passage around the boat. The large side windows are SS frame. Screens and storm covers for the windows are stored in the lazarette. On the side decks are fills for water and diesel, all recessed into the bulwarks or house. The foredeck is accessed via a door in the Portuguese bridge. Within the Portuguese bridge are two very large lockers and one smaller one. A bench settee is molded into the front of the Portuguese bridge for relaxation at sea or at anchor. Covers protect the cushions when required. Forward is the anchor pulpit, the anchors, and chain lockers. In addition there are fresh and salt water wash-down faucets, two 50-amp shore power receptacles (see "Electrical" below), and a sturdy Samson post mooring bit. Bow cleats and hawse pipes, cleats on Selenes, are recessed into the bulwarks to prevent toe stubs, hip hits, and other injuries.

Electronics

Furuno NavNet 3D system with controls in pilothouse and the flybridge Dual 15" displays for NavNet as well as for closed circuit TV monitoring Furuno AIS transponder Simrad AP25 autopilot in PH and on FB Furuno DFF1 depthsounder/fish finder Nobeltec Radar Maertron monitoring system for an extensive menu of sensors ranging from engine to weather to tank levels and more Interphase forward looking sonar 4 CCTV cameras - 2 in engine room, 1 in the cockpit looking down, 1 on the flybridge mast looking aft ICOM M604 VHF in pilothouse ICOM IC-M504 VHF with command mic and hailer/horn KVH FB150 satellite telephone system Cellular antenna and amplifier WIFI amplifier The entertainment electronic suite includes: Sonos wireless controller of AM/FM/CD/DVD/MP# devices and speaker pair selection throughout the boat Blue Ray DVD player in salon DVD player in master stateroom 30" flat screen TV's in salon and master stateroom

Engine Room, Hydraulic and Mechanical Systems

The engine room is accessed via a watertight door from the master stateroom or from a hatch in the galley. A single Cummins QSL9 405HP 6-cylinder diesel provides dependable, efficient propulsion for the yacht. It is an electronic engine with a common rail fuel system for easy starts, economical running, and clean operation. An Amartech dripless seal system, including line cutters forward of the prop drive the 4-bladed Nibral wheel via an Aqua Alloy #22 shaft. It has its own shaft seal cooling pump. As a backup in the event of engine failure, a Keypower hydraulic motor system drives the main shaft, powered by the ship's Northern Lights 20kW genset. Among the numerous units and system in the engine room are two freshwater pumps, a Reverso oil

changing system, fuel manifolds, a fresh water faucet, an ESI fuel polishing system with its own manifold, and a 30g hot water heater. Two 650g FRP fuel tanks are integral to the hull. Magnetic sight gauges visually indicate dependable measure of fuel levels. They may be isolated or set to cross feed. Dual Racor fuel filters support the main engine and the genset (2500 hours). Bonaventure has a range of between 2,600 nm at 7.0 kts and 1,000 nm at 10.0 kts. Space for tool storage is next to the genset on each side. Creative storage of spare filters for the engine and genset is built into the sides of the fuel tanks. Built to a higher standard than most yachts, extensive use of hydraulic systems for dependable and sustainable use. Each has its individual valving and control. These include: Keypower 9 s.f. stabilizers Penntex PX-6Q 200 amp MP 6000 gph bilge pump in ER Keypower KP4500 get home drive Keypower 15hp bow and stern thrusters Maxwell HWC 3500 dual capstan windlass A Spectra 1000 gpd watermaker is in the lazarette with remote controls in the pilothouse. A Groco Thermopure purification system is plumbed to the holding tank. It heats, breaks down, and pumps out the holding tank to 10%. For comfort, Bonaventure has both the Kabola HR-400 diesel heating system and the Cruisair reverse cycle HVAC system with separate controls in the salon and the master stateroom.

Electrical System

The electrical systems aboard meet or exceed what most would design into a yacht or her class. DC Systems: LED interior lighting LED deck lights, radar each 800 amp battery bank @ 24v (=1600 amps @ 24v (=1600 amps @ 12v) House bank batteries new in 2014 Mastervolt 100 amp battery charger Heart Pathmaker combiner 24v - 12v converter AC Systems: Dual 50 amp shore power inlets bow and stern Cablemaster w/ 75' - 50 amp cable on swim platform Charles isolation transformer Northern Lights 20kW genset Magnum 3.6kW inverter

Safety and Emergency Systems

EPIRB 406 MHz Crash pump in ER 5 2000gph Rule bilge pumps Whale 28gph manual bilge pump with manifold Fireboy 800 c.f. automatic extinguisher in ER Paradox Magellan Series securitysystem with wireless motion detectors and contact sensors at all doors and the lazarette. Kahlenberg D-O-A air horn SeaKits Damage Control Kit Winslow 8-person life raft All legally required flares and signals 8 Mustang Type IV life jackets Additional Type II life jackets Owen Mills Lifesling with hard points in cockpit IMTRA windshield wipers in PH - variable speed and intermittent, pantographic sweep

Gear

Ground tackle - Bonaventure has one 115 lb Bruce anchor and one 75 ob CQR anchor ready to launch from the pulpit on the bow. Each is on 400' of chain and are retrieved using the dual gypsy Maxwell. An extensive inventory of dock lines, fenders, and normal ship's maintenance equipment is present. There are four adjustable fender hangers on each side of the boat. Mentioned earlier, the cockpit comes with Lexan drop screens to completely close it in.

Elsewhere, extensive custom canvas protects the foredeck settee, dink, FB settee, FB helm, and rails.

Exclusions

Owner's personal property and effects, art, lamps, oriental rugs, kayaks, inflatable dinghy & engine.

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

Starboard Side



Cockpit



Stairs to flybridge



Salon looking forward to port



Salon looking aft to starboard



Galley



Galley storage



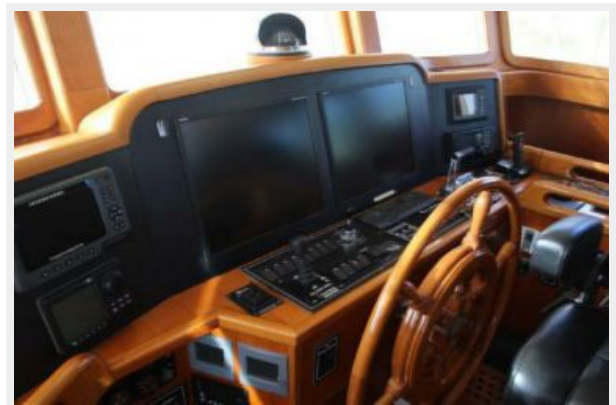
U-shaped Galley



Day Head Basin



Pilothouse Helm Station



Pilothouse Settee and Watch Basin



Electrical Panel



Master Stateroom Berth



Master Head



VIP Stateroom Berth



Third Stateroom



Flybridge looking forward



Flybridge Settee



Flybridge Helm



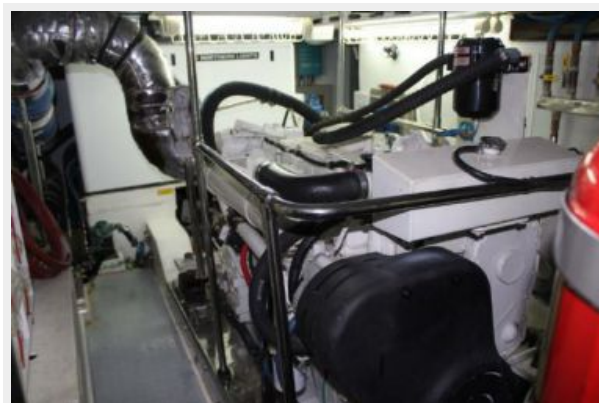
Antenna Mast



Foredeck



Engine Room



Hydraulic Manifold



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

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

Воскресенье: **Закрито**

Адрес



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STE 213, Dania, FL 33004