

RED DRAGON — ALLOY



Builder: ALLOY

Year Built: 2008

Model: Sloop

Price: PRICE ON APPLICATION

Location: Spain

LOA: 169' 8" (51.70m)

Beam: 33' 6" (10.20m)

Min Draft: 16' 1" (4.90m)

Cruise Speed: 12 Kts. (14 MPH)

Max Speed: 15 Kts. (17 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **RED DRAGON — ALLOY** 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 **RED DRAGON — ALLOY** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

TABLE OF CONTENTS

TABLE OF CONTENTS	2
SPECIFICATIONS	3
Basic Information	3
Dimensions	3
Speed, Capacities and Weight	3
Accommodations	3
Hull and Deck Information	3
Engine Information	4
DETAILED INFORMATION	5
DETAILED SPECIFICATIONS	5
Exclusions	13
Disclaimer	13
PHOTOS	14
CONTACTS	21
Contact details	21
Telephones	21
Office hours	21
Address	21

SPECIFICATIONS

Basic Information

Category: Sloop

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Dimensions

LOA: 169' 8" (51.70m)

Beam: 33' 6" (10.20m)

Min Draft: 16' 1" (4.90m)

Speed, Capacities and Weight

Cruise Speed: 12 Kts. (14 MPH)

Max Speed: 15 Kts. (17 MPH)

Gross Tonnage: 384 Pounds

Water Capacity: 2000 Gallons

Fuel Capacity: 11100 Gallons

Accommodations

Total Cabins: 4

Sleeps: 8

Crew Cabin: 5

Crew Sleeps: 10

Hull and Deck Information

Hull Material: Aluminum

Hull Designer: Dubois Naval Architects

Exterior Designer: Dubois Naval Architects **Interior Designer:** Wilmotte & Associates

Engine Information

Engines: 1

Manufacturer: Caterpillar

Model: 32 C

DETAILED INFORMATION

DETAILED SPECIFICATIONS

MAIN CHARACTERISTICS

TYPE	Sailing Yacht	
HULL NO.	AY36	
RIG	Sloop	
BUILDER	Alloy Yachts International Ltd, New Zealand	
NAVAL ARCHITECT	Dubois Naval Architects	
EXTERIOR DESIGN	Dubois Naval Architects	
INTERIOR DESIGN	Wilmotte & Associates	
YEAR REFIT	2008 2013	
CLASSIFICATION	Lloyds +100A1 SSC Yacht Mono G6 LMC	
CONSTRUCTION	Hull, Deck and Superstructure in 5083 Aluminium Alloy; 6061 Extrusions. Teak laid decks	
CREW	10	
FLAG	Cayman Islands	
ENGINES	1 x 1400Hp CAT 32 C	
GT	384 tons	
DISPLACEMENT	436.6 tons (full load/SWL)	
SPEED & RANGE UNDER POWER		
MAXIMUM SPEED	15 knots approx.	
CRUISING SPEED	12 knots approx.	
FUEL CONSUMPTION	Approx. 60-64 litres / 16-17 US gallons per hour at	1,600 rpm @ 12 knots
	Approx. 120 litres /32 US gallons per hour at	
	1,950 rpm @15.3 knots	
RANGE	4,900nm at cruising speed of 13 knots at a fuel	consumption of approx. 95 litres /25 US gallons/hour
CAPACITIES		
ACCOMMODATION	8 x Guests in 4 cabins (1 x Pullman in gym)	
	1 x Owner; 2 x Double; 1 x Twin	
CREW	10 x Crew in 5 cabins 4 x Upper & Lower berths	

	1 x Double Captain
FUEL	46,200 litres /12,204 US gallons
FRESH WATER	11,100 litres /2,932 US gallons
LUBE OIL	620 litres / 163 US gallons
DIRTY OIL	750 litres /198 US gallons
GREY WATER	2,000 litres /528 US gallons
BLACK WATER	2,000 litres /528 US gallons
SLUDGE AND SPILL TANK	650 litres /171 US gallons
HYDRAULIC OIL	570 litres /150 US gallons
BILGE WATER	500 litres /132 US gallons

VESSEL WALKTHROUGH

The 52m performance cruising sloop is the 24th sailing yacht and the fourth over 50m built by Alloy Yachts, New Zealand. Construction began in March 2006 and she was delivered to her owners in February 2008. In broad concept, Red Dragon is similar to the 52m sloop Kokomo (now: PRANA), launched from Alloy Yachts in July 2006.

The main deck presents an unbroken vista from the aft cockpit, through the saloon/bar/dining area all the way to the forward wheelhouse, with the principal helming position situated on the fly bridge deck above. In the detailing, however, and the interior treatment, Red Dragon broke new ground when she was launched.

The design was kept within the limits that allow the yacht to transit both the Panama and Suez canals but still be large enough to cover more than 300 miles a day at sea.

The yacht also has sufficient tankage to enable her to cross the Pacific Ocean without stopping, which was important as well as it gives great flexibility when passage planning.

EXTERIOR

The lines are contemporary, with a near plumb bow, subtle sheer, sweeping low-profile coach roof and an extended aft deck flowing back to an elegant transom that slopes down to just above the waterline. The line of the coach roof extends into a long overhang, floating virtually unsupported over the aft cockpit.

The hull is finished in anthracite grey with a snow white superstructure. A vivid red covestripe provides a handsome accent against the dark hull and establishes a theme repeated on the boom. Set into the covestripe in Chinese characters is the name Red Dragon.

Further attention to detail is that the aft face of the boom exactly mirrors the angle of the transom. The dark windows of the coach roof wrap all the way around in an unbroken sweep of curved glass. The cockpit side windows slide up and down at the touch of a button.

Previous yachts of this class have had the engine air intakes concealed behind louvers. In its pursuit of clean, uncluttered design, Red Dragon has found another solution. The louvers are absent entirely and the air intakes are totally concealed within the recesses that accommodate the tinted glass panels along the side of the coach roof.

After boarding via the extending passarelle, or across the double articulating stern boarding

platform, guests proceed across the extensive aft deck. This can be left clear, or used as a large sun-deck with guests reclining on freestanding loungers. Guests can also access the yacht via a hydraulic side-boarding stairway on the starboard side.

From the aft deck, guests descend two steps down into the aft cockpit, which is protected overhead by the flybridge overhang and can either be opened or closed on the sides by raising or lowering the curved glass side-windows. Further protection can be provided with clear stratoglass panels closing off the aft face of the cockpit. The cockpit has an alfresco dining area for ten and a lounging area with free-standing chairs arranged around a low coffee table.

Access to the flybridge is via two flights of stairs leading up from the port and starboard sides of the aft cockpit. The teak treads appear to float on narrow stainless steel columns and terminate at pneumatically powered sliding glass hatches which open onto the flybridge deck.

The flybridge is dominated by the twin helm stations, with engine and thruster controls duplicated at each station and the sail controls congregated on a central panel.

Aft of the helm stations are two L-shaped bench settees ranged around low coffee tables. A bar is then ranged athwart-ships across the aft side of the flybridge and behind the bar is an expansive sunbathing area with cushions. A bimini sun-awning can be erected to provide shade over the flybridge if required.

Perhaps the most obvious absence is any exterior timber. The 'traditional' varnished teak cap rails are replaced by an aluminium cap painted in the same anthracite grey as the hull.

Most components of the deck hardware package were built in-house. The sail plan includes the fully-battened mainsail and three headsails, all furling on Reckmann hydraulic units and comprising a large reacher, a 100 percent blade and staysail.

The crew tender and an array of water toys are stowed in a garage in the aft lazarette, which can be accessed through a hatch in the aft deck, or through a large watertight door when the transom folds out to create a boarding/swim platform. For ease of manoeuvring, Red Dragon features bow and stern thrusters. In calm conditions, the yacht can go sideways under the thrusters at 4 knots.

INTERIOR

The Wilmotte & Associates interior perfectly complements the exterior styling with its simple lines and subtle detailing.

The ambience they created is quiet, calming and elegant. The colours are muted and, combined with the light pouring in from the large surrounding windows; a tremendous sense of space is achieved. This sense is heightened by the impression that much of the furniture is suspended in space, separated from the floor and walls with light spilling from concealed recesses under and around the cabinets and wardrobes.

Entry to the main saloon is through custom-built sliding stainless steel and glass doors. The saloon features a formal lounge across the width of the superstructure with formal dining along the starboard side and a bar along the port side. A dramatic centreline staircase descends from the forward end of the saloon to the guest accommodation area on the lower deck. This stairway is a new design element. Its central placing not only creates distinct zones — bar, dining and

saloon — on the main deck, but also creates a strong sense of connection between the communal entertainment areas of the yacht and the guest suites below. The wide stairway flows aft directly into a spacious companionway with three guest suites and what is currently used as a gymnasium and occasional cabin accessible from the same corridor. The companionway terminates at the full-beam owners' suite furthest aft.

The owner's suite spans the full beam of the yacht with a large bed on the centreline flanked by waist-high dressers and with generous full-length wardrobes on either side of the entryway. At the foot of the bed, a narrow cabinet contains a large pop-up LCD TV monitor. The large bathroom is behind the aft bulkhead with a freestanding bathtub set athwartships and separate toilet and shower cubicles on the port and starboard sides. The feeling of internal spaciousness is enhanced by furniture that appears to float unsupported with light spilling from under and behind the cabinetry from invisible sources.

The guest suites feature mirror-image double suites port and starboard with a third twin-bed suite (which also has a Pullman) located on the port side and mirrored to starboard by a fully equipped gymnasium. The gymnasium also includes a Pullman berth, if an extra bed is occasionally required, or alternatively if the next Owner has no use for a gym then all that would be required for its conversion to another twin cabin would be the removal of the gym equipment and the fabrication of a bed or beds. All the guest suites have individual climate control, en-suite bathrooms and full access to the Kaleidascope entertainment system with its vast library of movies and music. A day head is also situated off this companionway.

The wheelhouse is on the main deck forward, separated from the saloon by two automatic sliding doors set into the forward bulkhead. Custom-built pantograph doors also give access to the port and starboard side decks. The comprehensive instrument and electronics control panels and displays are set into pale grey stitched faux leather desks on either side of the service companionway which descends forwards down the centreline into the crew area.

The service companionway opens onto a landing with the Captain's double en-suite cabin to port and a fully-equipped laundry to starboard. Down another level, the companionway opens directly into the large galley, which is finished in stainless steel with glacier-white corian countertops and cabinet fronts. Following the L-shaped counter is a head-high suspended pot-storage rail. Inset into the counter is a large rectangular chilled stainless steel plate for preparing pastry. The galley is equipped with a custom `step-in' refrigerator and freezer, induction cook tops and wok and a commercial-style Convotherm oven.

Across from the galley on the port side, is the crew mess with seating for ten and a full array of ship's monitors and alarms. Access to the engine room is from the crew mess. Forward of the mess are four crew cabins, each with two bunks and ensuite bathrooms. The crew cabins are also equipped with access to the yacht's entertainment system, Brookes & Gatehouse 2020 sailing displays and the aft two cabins also have SeaTouch system monitors. At the forward end of the crew companionway is an access ladder to the foredeck.

MECHANICAL EQUIPMENT

ENGINES	1 x Caterpillar 32 C rated at 1,400Hp
ENGINE HOURS	10, 330 hours 21 APRIL, 2015

	5 July 2011 - Complete overhaul at 6,515 hours
GEARBOX	1 x ZF3310 reverse reduction gear box 4.478.1
SHAFTS & PROPELLERS	Hundersted variable pitch propeller and stainless steel shaft
RUDDER ANGLE	Alloy Yachts custom indicator
STEERING SYSTEM	2 x AC pumps Hydraulic steering system 1 x 24v DC backup pump
BOWTHRUSTER	1 x 140hp TRAC
STERN THRUSTER	1 x 140hp TRAC
ELECTRICITY	380v, 3 phase
GENERATORS	2 x 90 kW MP1064H Northern Lights common rail
GENERATOR HOURS	Rebuilt at 9000 hours 21 APRIL 2015: Stbd: 22,205 hours; Port: 22,208 hours
SHORE POWER	Mastervolt
BATTERIES	420 Amp hours 24v DC battery bank 6 x 60Amp Mastervolt battery chargers
INVERTER	6 x 5kW Masteramp
CONVERTER	1 x 75 kW Mastervolt shore power converter
AIR CONDITIONING	2 x 192,000 BTU each approx MarineAir reverse cycle air conditioning system with 27 air handlers located throughout the yacht
WATER MAKER	Capacity to produce approximately 16,000 litres / 4,226 US gallons per day
WATER SYSTEM	HEM
BILGE PUMP	2 x Hydraulic 1 x Hydraulic crash pump (located in deck locker)
BOILERS	2 x 700 litres / 184 US gallons capacity
TOILET SYSTEM	Actana floor mounted Multi stage, SCW192 - TWLC
SEWAGE SYSTEM	Hamann
FUEL SEPARATOR/FILTER	NFV fuel treatment with Separ filters
SAILS AND RIGGING	
SAIL AREA	1,423m ² Upwind 2,409m ² Downwind
TOTAL	3,832m ²
SAILS	Doyle ICE (full set) ICE is a cutting edge material that is stronger and

lighter than previous cloths and also very durable

MAIN SAIL	650m ²
STAYSAIL	230m ²
REACHER	783m ²
BLADE	515m ²
SPARS	Marten Spars High Modulus carbon fibre main mast, Marten Leisure furl boom
RIG & BOOM	High Modulus carbon fibre rig and boom
MAST MEASUREMENTS	62.5m /205ft
STANDING RIGGING	PBO by Future Fibres and Nitronic by BSI
RUNNING RIGGING	Gleistein
FURLING GEAR	3 x Reckmann Headsail furlers
NAVIGATION EQUIPMENT	
MAGNETIC COMPASS	3 x SISR
GYRO COMPASS	Alphatron optic
SATELLITE COMPASS	Furuno SC50
AUTOMATIC PILOT	Furuno
LOG/ECHO SOUNDER	Furuno colour sounder
RADAR	2 x Furuno radars with 4ft scanners on main mast; Radars are fully integrated into ship's computer system
GPS	2 x Furuno
CHART PLOTTER	Transas ECDIS electronic charts (worldwide) MaxSea electronic chart system 3 x KEP Screens at bridge 3 x KEP Screens at fly bridge
WIND INSTRUMENTS	Hydra 2000 Brookes & Gatehouse
MONITORING SYSTEM	8 x Touchscreens, Alloy Yachts custom
COMMUNICATION EQUIPMENT	
SATCOM	2 x Fleet 77 satellite communication systems 2 x VSAT 5009 With full Wi-Fi throughout vessel
CELLULAR SYSTEM	Panasonic PABX GSM communication system type 251M (Worldwide)
VHF	4 x Furuno VHF (in crew mess, wheelhouse & flybridge) GMDSS VHF radiotelephone with DSC 4 x Handheld VHF

UHF RADIOTELEPHONES	4 x UHF radiotelephones
TELEPHONE EXCHANGE	Panasonic telephone exchange with PABX interface
INTERCOM SYSTEM	Intercom system linked through the PABX
COMPUTERS	2 x Ship's laptops
PHOTOCOPIER/PRINTER	1 x A3 Okidata

DECK EQUIPMENT

ANCHOR WINDLASS	2 x Maxwell
ANCHORS	2 x 375kg CQR bow anchors
ANCHOR CHAIN	2 x 197.5m of 19mm stud linked chains
PASSERELLE	1 x 2.7m Alloy Yachts custom
SIDE BOARDING LADDER	1 x Hydraulic Alloy Yachts custom
SEARCHLIGHT	2 x Colour Light searchlights located on the lower spreaders on the main mast

ENTERTAINMENT EQUIPMENT

TELEVISIONS

- 1 x 57inch Aquavision LCD – Owner's
- 1 x 57inch Aquavision LCD – Saloon
- 1 x 26inch Aquavision LCD – Twin guest cabin
- 1 x 32inch Aquavision LCD – Gym
- 1 x 26inch Aquavision LCD – Port guest cabin
- 1 x 26inch Aquavision LCD – Starboard guest cabin
- 1 x 17inch Aquavision LCD – Captain's cabin
- 1 x 32inch Aquavision LCD – Crew mess
- 1 x 17inch Aquavision LCD – All crew cabins

VIDEO AND AUDIO

- Full Crestron integrated control throughout
- Kaleidescape video/audio distribution system w/ 12 video zones and 6 audio zones
- Each cabin has Crestron control of Kaleidescape, Radio, IPod, masthead, spreader and Night vision camera

AFT DECK PROJECTOR

- 1 x Runco VX2 I x digital light processing, 3 chip

PROJECTOR SCREEN

- 1 x 16.9 Super Onyx 1280 x 720 Native Stewart 100 in Greyhawk

GALLEY & LAUNDRY EQUIPMENT

GALLEY

- 2 x Miele dishwashers

- 1 x Gaggenau induction stove
- 1 x Kuperbosch induction wok
- 2 x Convotherm professional ovens
- 1 x Hobart fridge with chilled pastry preparation surface
- Water and fan cooled refrigeration and freezer system operating on 4 x compressors

LAUNDRY

- 2 x Miele Professional clothes washing machine
- 2 x Miele Professional clothes drier

SECURITY & SAFETY EQUIPMENT

SAFETY

- 2 x 20-man Solas Surviva life rafts located in deck in glass fibre valises
- 3 x EPIRB
- 1 x SART
- 2 x Man Overboard Modules
- 15 x Survival suits

SECURITY

- 4 x CCTV, cameras 2 located on main mast, 2 located in engine room
- Sensors on all hatches and entrances to central alarm
- 1 x Safe in Owner's cabin
- 1 x Safe in Captain's cabin
- 1 x Safe at bridge
- 1 x Gun cupboard in Captain's cabin

FIRE FIGHTING

- NOVEC 1230 in engine room and control room
- Lloyds approved sprinkler system with sprinkler heads in all cabins and public areas

TENDERS & WATERSPORTS EQUIPMENT

TENDERS

- 1 x 23ft/7m Castoldi Jet tender
- 1 x 18ft/5.5m Zodiac Military spec tender with diesel outboard engine

DIVING

- 1 x Bauer Oceanus diving compressor
- 10 x full sets of diving equipment

DETAILS OF OVERHAULS

NORTHERN LIGHTS 90KW GENERATORS

- Both units were completely overhauled at 9,500 hours 12/11/10

-
- Stator and winds cleaned and mega tested, new short blocks fitted (block crank pistons cam etc.) heads and other components serviced or replaced.

CATERPILLAR ENGINES

- Completely overhauled at 6,515 hours 5/75/7/11
- The engine was completely disassembled.
- Coolant pump had been serviced by a CAT agent
- New pistons, liners, bearings, heads and water pump.
- All parts serviced etc. so engine was completely overhauled.

Exclusions

Owner's personal belongings.

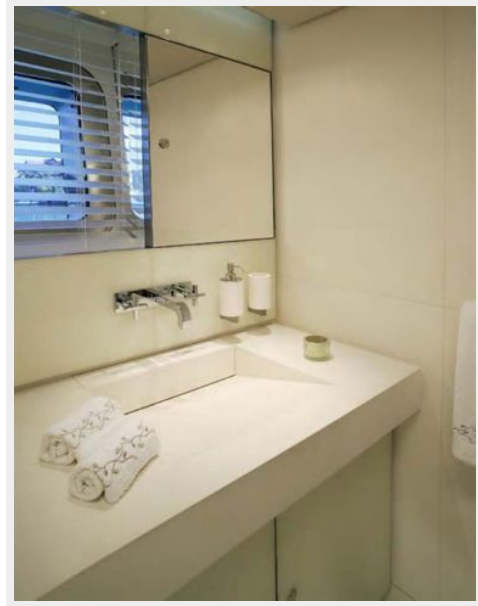
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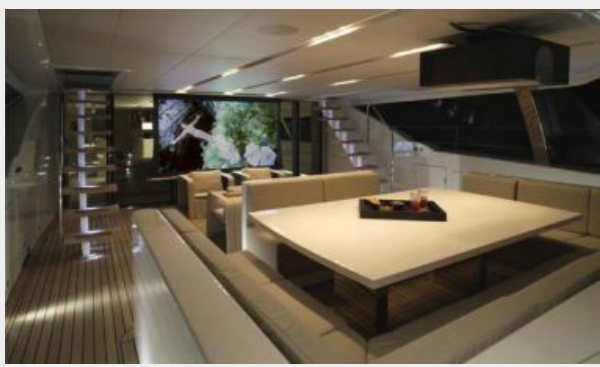
PHOTOS



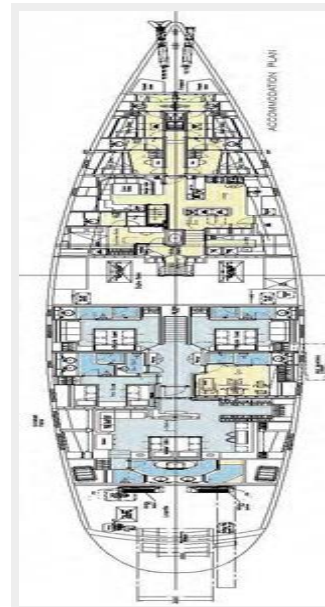












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