

DRAKAR — CUSTOM



Builder: CUSTOM

Year Built: 2007

Model: Other

Price: PRICE ON APPLICATION

Location: Grenada

LOA: 76' 0" (23.16m)

Beam: 20' 0" (6.10m)

Min Draft: 5' 0" (1.52m)

Cruise Speed: 7 Kts. (8 MPH)

Max Speed: 10 Kts. (12 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Drakar — CUSTOM** 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 **Drakar — CUSTOM** 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

Not all Viking ships are from Scandinavian countries! "Drakar" is a Viking style Long Boat built in Brazil. **Drawings were from the Gokstad Ship built around 890 AD**, located in a Norwegian museum. One-of-a-kind, heavy built with (farmed) tropical wood. **Hull is 1 3/4in thick and deck is 1.2in thick.** Owner/builder was fascinated with the Viking conquerors and fulfilled a lifelong dream in the creation of Drakar. The vessel was used briefly in Brazil for cruises carrying 95 passengers and is currently in the Caribbean. Current owner continues to maintain and improve Drakar. **A 7 week haul-out was completed in the summer of 2012 making her ready for a new owner.**

Basic Information

Category: Other

Model Year: 2007

Year Built: 2007

Country: Grenada

Dimensions

LOA: 76' 0" (23.16m)

Beam: 20' 0" (6.10m)

Min Draft: 5' 0" (1.52m)

MFG Length: 76' 0" (23.16m)

Speed, Capacities and Weight

Cruise Speed: 7 Kts. (8 MPH)

Cruise Speed RPM: 1900 Kts.

Max Speed: 10 Kts. (12 MPH)

Max Speed RPM: 2100 Kts.

Displacement: 94000 Pounds

Water Capacity: 317 Gallons

Fuel Capacity: 476 Gallons

Accommodations

Total Cabins: 3

Total Berths: 5

Hull and Deck Information

Hull Material: Wood

Engine Information

Engines: 2

Manufacturer: MWM/Deutz

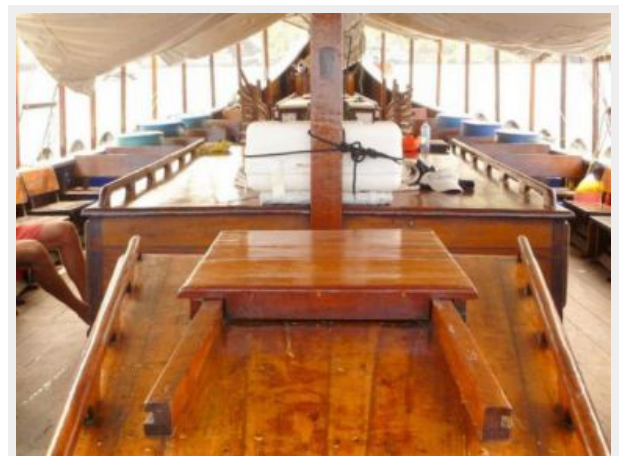
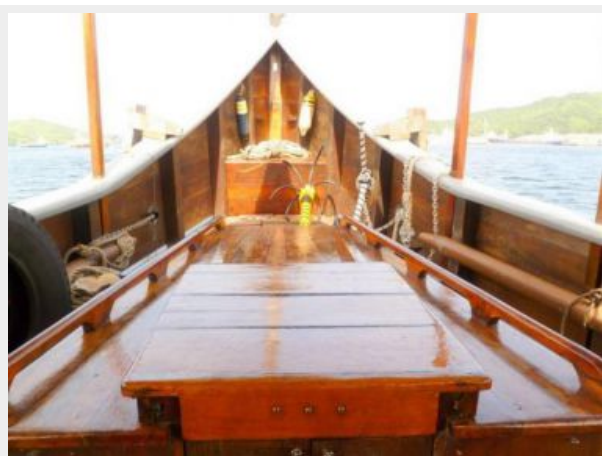
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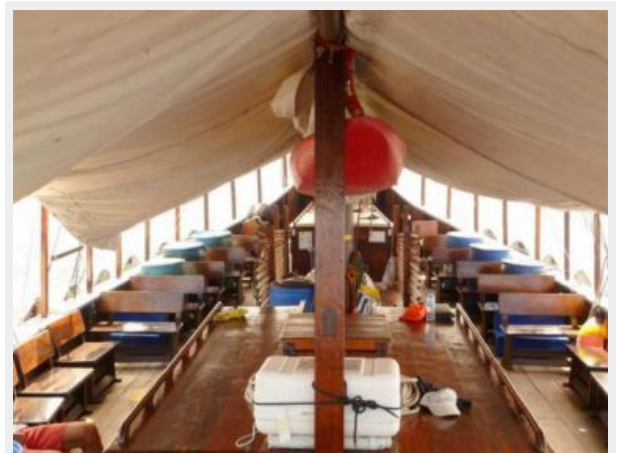
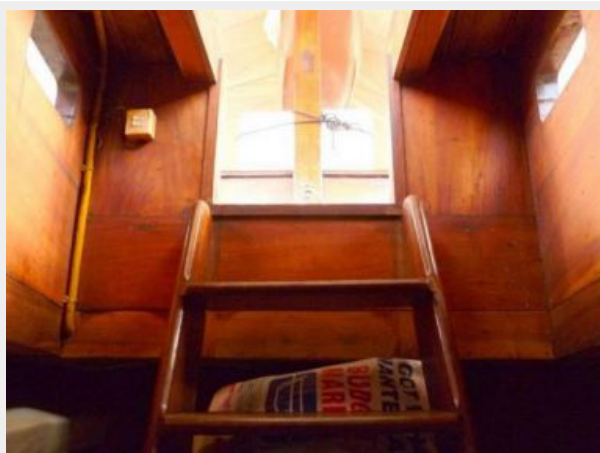
Engine Type: Inboard

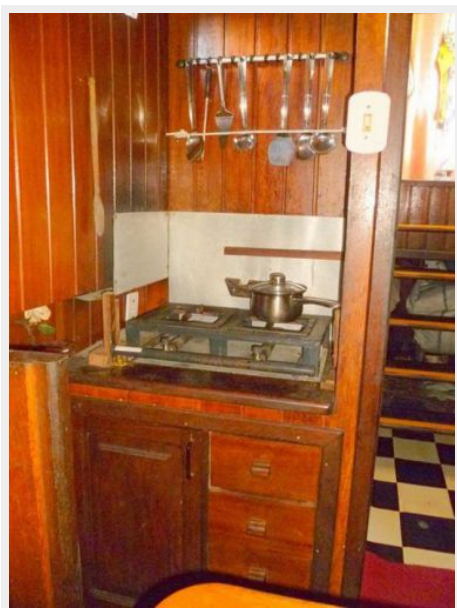
Fuel Type: Diesel

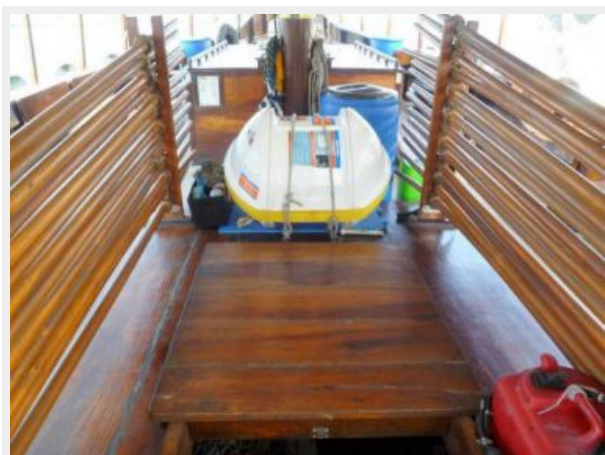
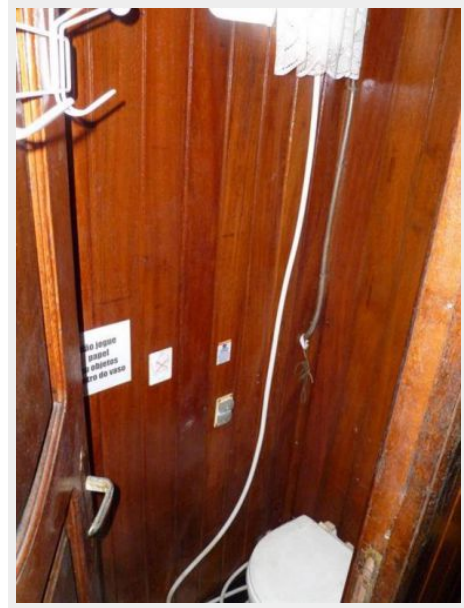
PHOTOS

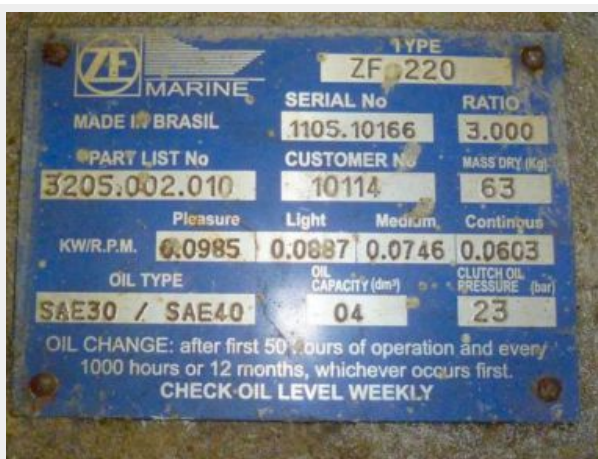
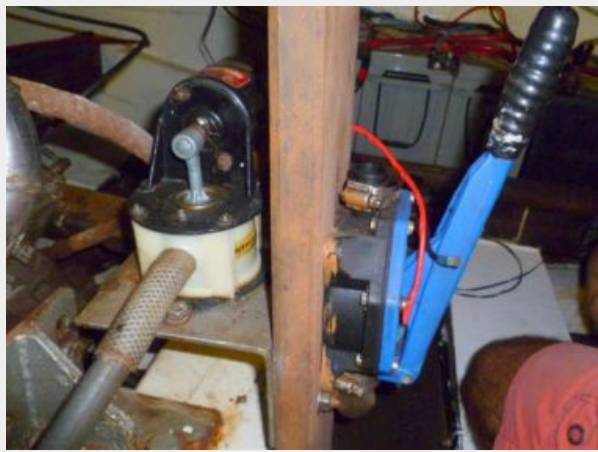


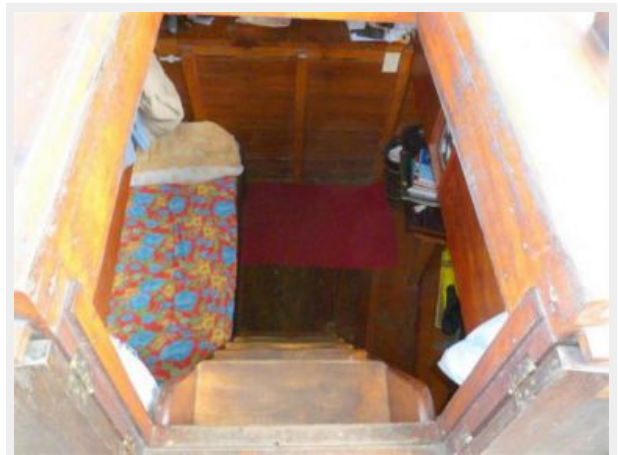
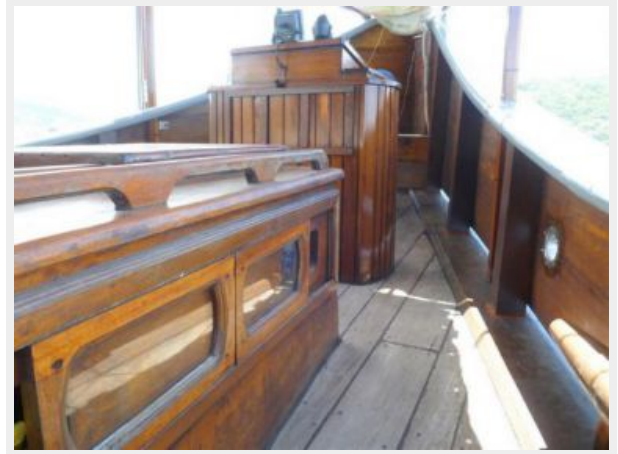


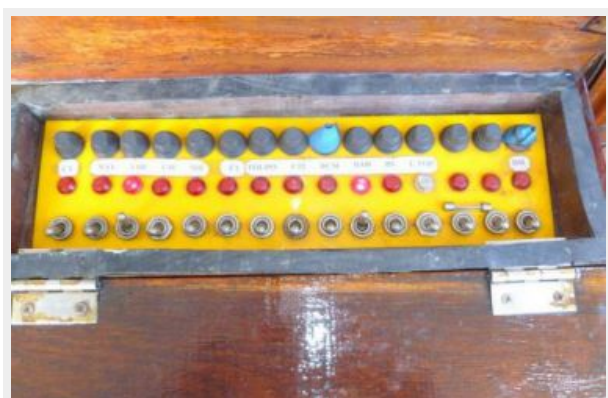
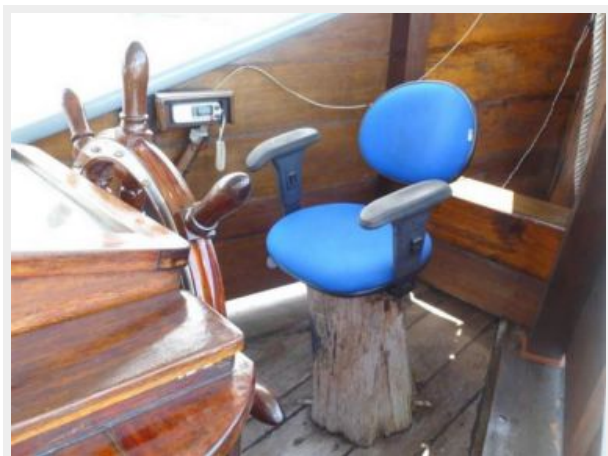
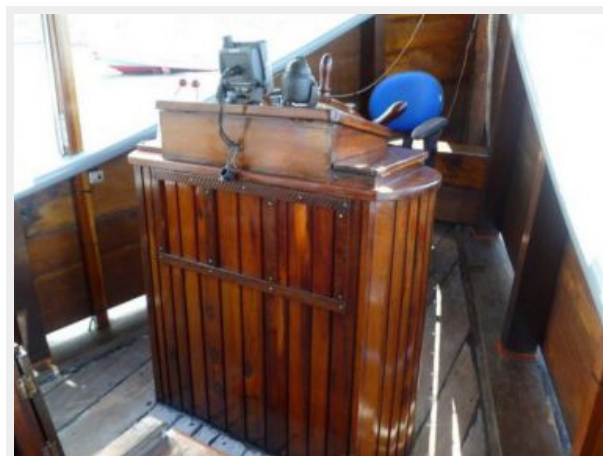
















Drakar...the Viking Boat

Shawn Waddell

It was a quiet, calm, early morning; the fishermen in his small dory was going about his business casting his lines, when out of the mist a huge dragon's head loomed, the ominous sound of hoarse drums and warlike cries could be heard as the red and white striped sail of the feared Vikings loomed over the fisherman's little boat.

In this the beleaguered coast of Dark Ages Europe representing another raid by the bloodthirsty Vikings? No! This is the powerful Caribbean island of Trinidad and the man at the helm is not a looted helmsman, red bearded berserker intent on rape and pillage but mild and gentle-mannered Roberto bringing his self built Viking ship from Brazil! Roberto has always been fascinated with Vikings and Viking exploration. He has read every bit of literature he could get his hands on and eventually after university the thought of building a vessel in the lines of a Viking long boat slowly materialized. Of course a boat like his envisaged would take a lot of time and money to build, so he decided to try and make it in such a way that it could be used as a business.

The keel was laid up in Bahia, Brazil and work proce...

regularly using local hard woods. English and Czech for the hull, a deck and cabin were added borrowing from the traditional Viking style so that the boat could be used for charter. The mast was designed using a traditional straight section of bamboo. Unlike other boats from the past the original Vikings used but nonetheless a really involved piece of craftsmanship.

Two MAN diesel were also installed to push the ferry was built through the water but traditional sails were also covered out of a lighter alloy wood put on the stern could get the boat of covering a traditional long boat.

An artistic friend carved the dragon's head which graces the bow and the tail on the stern was inspired by the trench shell.

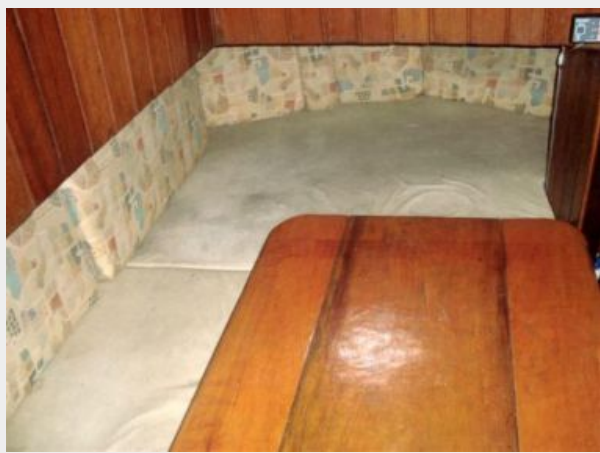
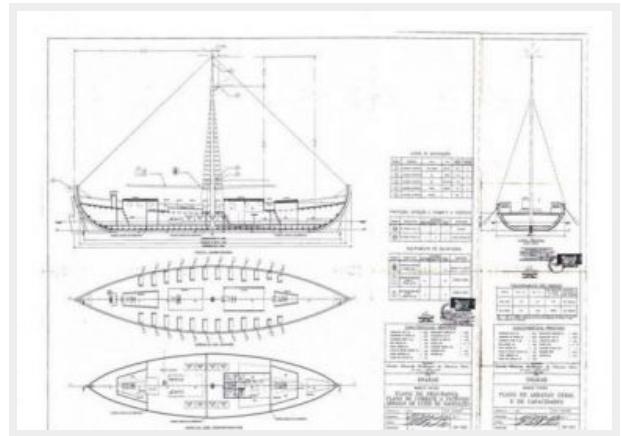
Eventually the Drakar was completed and Roberto sailed her down to Rio de Janeiro. She was used in the charter industry taking up to 30 passengers at a time for a sail. Instead of ancient Vikings rowing across the Atlantic to discover new worlds, Roberto had sources remaining away at the coast, building up a fleet. Fortunately there is a huge bridge on board normally fully stocked with ice cold refreshments and, two powerful 22hp engines to take over when the stern of the hull had become out to sea.

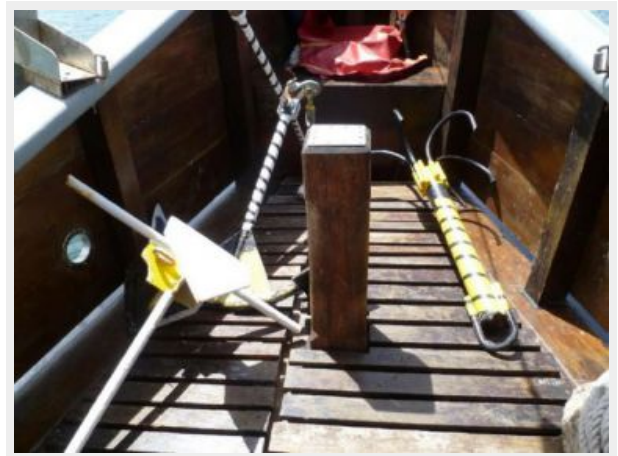
After two and a half years Roberto began to discover new horizons and new ventures to savage, maybe just like the original Vikings, so decided to sail to the Caribbean, where he landed in Trinidad.

Today the Drakar can be found on the pier at Coral Cove Marina in Chaguarama. Roberto arrived with her a little more than a year ago to take advantage, like many sailors die, of the excellent facilities in Chaguarama. Like many sailors too was seduced by the legend, somewhat atmosphere of this lovely little Caribbean port.

Slowly but surely various improvements have been made to Drakar. She has been modernized to a degree, she represents a total generation new, though her classic lines still largely untouched.

And the future I asked Roberto: "Well of course, he replied, one has to start a living but he thinks that maybe he should sail north eventually and maybe water skiing/fishing/pilgrimage with a real trail in the Brazilian built Viking boat."





CONTACTS

Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

Contact details

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com/en/

Telephones

USA: +1(954)274-4435

Office hours

Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

Address



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