

DONA AMELIA — KRUPP



Builder: KRUPP

Year Built: 1929

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 233' 4" (71.10m)

Beam: 30' 0" (9.14m)

Min Draft: 13' 1" (3.98m)

Cruise Speed: 11 Kts. (13 MPH)

Max Speed: 13 Kts. (15 MPH)

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

Basic Information

Category: Motor Yacht

Model Year: 1929

Year Built: 1929

Refit Year: 2012

Country: United Kingdom

Dimensions

LOA: 233' 4" (71.10m)

Beam: 30' 0" (9.14m)

Min Draft: 13' 1" (3.98m)

Speed, Capacities and Weight

Cruise Speed: 11 Kts. (13 MPH)

Cruise Speed Range: 6000

Max Speed: 13 Kts. (15 MPH)

Displacement: 1929044.7925 Pounds

Gross Tonnage: 720 Pounds

Water Capacity: 15850.32312 Gallons

Fuel Capacity: 39625.8078 Gallons

Fuel Consumption: 60.75957196
Gallons

Accommodations

Total Cabins: 7

Sleeps: 13

Crew Cabin: 10

Crew Sleeps: 17

Hull and Deck Information

Hull Material: Steel

Hull Color: White

Hull Designer: Cox & Stevens

Exterior Designer: Cox & Stevens

Interior Designer: J.G Verges

Engine Information

Engines: 2

Manufacturer: Krupp Mak

DETAILED INFORMATION

Detailed Description

MAIN CHARACTERISTICS

TYPE	Motor Yacht
BUILDER	Krupp Germaniawerft, Germany
NAVAL ARCHITECT	Cox & Stevens
INTERIOR DESIGN	J.G. Vergés
YEAR	1929
REFIT	2011-2012/ 2005
CLASSIFICATION	RINA, No. 76347; 100 - A - 1.1. "Y" CCL/ MCA
CONSTRUCTION	Steel, originally riveted, Decks Teak Mast Composite 2005
CREW	17
FLAG	Cayman Islands
ENGINES	2 x 750hp Krupp EV 40
GT	720 tons net: 210; dead weight: 260 mt
DISPLACEMENT	875 mt (light ship); 1,140mt (full displacement)
DIMENSIONS	
LOA	71.10m / 233'2"
BEAM	9.14m / 29'9"
DRAFT	3.98m / 13'
SPEED & RANGE UNDER POWER	
MAXIMUM SPEED	13 knots
CRUISING SPEED	10.5 knots
FUEL CONSUMPTION	230 litres/hour @ cruising speed
RANGE	6,000 nm
CAPACITIES	
ACCOMMODATION	12+1 x Guests in 6 +1 cabins 1 x Owner's suite, 2 x Queen VIP cabins 1 x Queen double, 2 x Twin, 1 x Single Nanny cabin, port 12 x Guests total
CREW	16 /max 17 5 x Twin Cabin

2 x Twin (with 1 Pullman each)
Chief Officer – single cabin

Chief Engineer – double cabin
Captain's Cabin

FUEL

150,000 litres /39,625 US gallons

FRESH WATER

60, 000 litres /15,850 US gallons

ACCOMMODATION**GUEST AREA**

- Dining Room (Main Deck)
- Main Salon (Main Deck)
- Library (Main Deck)
- Owner's Office with Fax and Computer (Main Deck)
- Day Head (Main Deck)
- Private Lounge (Bridge Deck)
- Cabins (see details below)
- Adjacent alleyways

CREW AREA & WORKING SPACES

- Crew Mess
- Officers Mess
- Laundry, Cold Store
- Bridge
- Engine Room & Workshops
- Pump Room
- Steering Gear Compartment
- Paint Store & Bosuns Locker
- Cabins (see details below)
- Storage Rooms, Cargo Hold and passageways

CABIN LAY-OUT

- 3 x Single (incl. Captains Cabin)
- 5 Twin Cabins
- 2 Twin (2nd bed a Pullman)

DINING ROOM

- Exterior dining area on aft main deck

SUNDECK

- Large sun deck with various recreational areas, partially covered with bimini top, custom built Jacuzzi (2005), Mini.-Bar with fridge, icemaker and barbecue grill

MECHANICAL EQUIPMENT**ENGINES**

2 x Krupp 40/67m @ 550 kW

PROPULSION

Twin Screw

GENERATORS

2 x 160 kW Caterpillar 3306B

GENERATOR HOURS

Port: 14,806 hours

Starboard: 17,664 hours

ELECTRICITY

3 phase / 230 V, 50 Hz

ENGINE CONTROLS

1 x Manual Telegraph System

EMERGENCY GENERATOR

1 x 60 kW Caterpillar 3054

STABILISERS

1 x 4 Fin zero speed Quantum System - (2005)

BOWTHRUSTER

HRP 160 kW - (2005)

WATER MAKER

2 x Idromar @ 660 litres/hour - (2005)

SEWAGE SYSTEM

2 x Hamann "Mini"- (2005)

FUEL SEPARATOR

1 x Westfalia OSD 2-2-137 - (2012)

1 x Isimare - (2011)

OILY WATER SEPARATOR

1 x Victor MiniSep CS Series, IMO MEPC

107(49) type approved. (2012)

AIR COMPRESSOR

1 x Compressors & Airhandler Carrier 05

AIR COMPRESSOR START2 x J.P. Sauer & Son WP 65l / 77m³/h - (2011)**AIR DRYER UNITS**

2 x Donaldson - Ultra Filter - (2011)

FRESH WATER PURIFIER

1 x HEM Silver/Coper Ion Steriliser - (2012)

NAVIGATION EQUIPMENT**GYRO COMPASS**

1 x Raython Anschütz Standard 20 (2000)

AUTOMATIC PILOT

1 x Raytheon Anschütz Pilotstar D

ECHO SOUNDER

1 x Furuno FCV - 620 (2011)

RADAR

1 x Furuno /SAM Radarpilot 1000

1 x Furuno FR 2115

DGPS

1 x Leica MX420

1 x Phillips Navigator MK10

CHARTS

1 x SAM Chartpilot 1000

CHARTPLOTTER

1 x MaxSea Time Zero

LOG

1 x Furuno Doppler DS-80

CAMERA

1 x CCTV-System Panasonic (5 cameras)

COMMUNICATION EQUIPMENT**SATCOM**

1 x Inmarsat C system

1 x Capsat Fleet 77

1 x V Sat - (New dome 2012)

	1 x Sea Tel Sattelite TV (2005)
AAIC	1 x GB 08 Marconi Selenia
GMDSS	A1 + A2 + A3
	VHF /MF /HF DSC Skanti
	Inmarsat C, Capsat
	Fleet 77, Thrane & Thrane
AIS	1 x Debeg UAIS 3400
MONITORING SYSTEM	1 x Lingsø Marine 2005 (Engine Room)
LANDLINE/INTERCOM	1 x Digital Hybrid, Panasonic KX-TD500
INTERNET	Wi-fi network throughout accommodation

ENTERTAINMENT EQUIPMENT

- 5 x NEC Dec. YE8000-Xcam 2005 Satellite Receiver
- TV Distribution in Private Lounge, Library and VIP Cabins
- Sonos Music system distribution 2011 in:
 - o Owner's Suite (surround)
 - o Private Lounge (surround)
 - o Dining Room
 - o VIP-Cabins (surround)
 - o 3 x Guest Cabins

GALLEY & LAUNDRY EQUIPMENT

GALLEY

- 1 x Rational Self Cooking Centre - SCC WE 61 - New 2011
- 1 x Electrolux 6 plate Induction stove - New 2011
- 1 x Electrolux Hot plate - New 2011
- 1 x Electrolux Deep Frier - New 2011
- 1 x Electrolux 400L Fridge - New 2011
- 1 x Electrolux Wash Safe Pot washer - New 2011
- 1 x Gaggenau Oven - New 2011
- 1 x Lincat Grill
- 1 x Extractor with variable speed
- 1 x Amana HDC514 1400W Microwave
- 1 x Proline small freezer
- 4 x Wine cooler Chambrair CTS 120
- 1 x Walk-in fridge & freezer
- 1 x Refrigerated garbage storage Room

LAUNDRY

- 2 x Washer extract - Miele Prof. PW 6080 LP ED (2011)
- 2 x Tumble dryers Miele Prof. PT 7186 EL ED (2011)

SECURITY & SAFETY EQUIPMENT

- 1 x Autronica Fire Alarm 2005
- 1 x Accommodation Highfog Marioff Fire-Fighting System
- 1 x Engine Room CO2 Fire-Fighting system 2005
- 2 x Generators F 200 System Fire-Fighting 2005

TENDERS & WATERSPORTS EQUIPMENT

TENDERS

- 1 x Novurania Launch 750 (waterjet) (2012)
- 1 x Novamarine RH600 - new 150Hp Yamaha engine in 2011

NOT KEPT ONBOARD:

- 1 x 7.6 m Custom built Mahogany tender with air conditioned guest cabin, freshwater shower and fridge powered by an inboard 240 hp Yanmar diesel plus bowthruster

WATER SPORTS

- 2 x single kayaks and 4 paddles
- 1 x double kayak with 2 paddles
- 2 x Waverunner VX1100A-F jet skis
- 1 x RS Feva sailing Dingy
- 5 x vests for kayaks Waterskiing equipment:
- 1 x O'Brien Betta Double
- 1 x Pair Vortex skis
- 1 x Size bindings
- 2 x Ski lines
- 1 x Tow line
- 1 x O'Brien monoski
- 14 x Floatation vests
- 6 x BCD (dive equipment)
- 4 x Sherwood Regulators 2005 (dive equipment)
- 15 x Pairs of Bootees (dive equipment)
- 2 x small and 2 x large dive torches (dive equipment)
- 10 x Pairs dive gloves (dive equipment)
- 14 x Wet suits
- 2 x Wet suit caps
- 8 x Sets of fins

- 8 x Dive bottles, aluminium 11 litres

DIVING

- 1 x Dive compressor

HISTORY

As the workers of the Krupp Germaniawerft laid the keel of a new steel motor yacht one hazy morning in late 1927, no one could have foreseen what a unique and eventful history this new-born ship would experience. Less still might they have imagined that this beautiful yacht, following several transformations and a recent loving and painstaking restoration, would still be gliding through the seas some eighty years later.

DONA AMÉLIA, originally HAIDA, was built for millionaire yeast producer Max C. Fleischmann (1877 – 1952) following plans drafted by the New York naval architects Cox & Stevens. The ship was constructed to be especially strong so that it might serve for long scientific, fishing, and pleasure cruises in the Pacific waters off the Californian coast. Using the latest technological developments, the vessel was equipped with the twin diesel engines that still propel her to this day. Her fuel capacity of 150 tons allowed a range of nearly 8000 nautical miles – enabling her to travel from San Francisco to Singapore non-stop.

The ship was completed in 1929, and following a passage from Germany via New York and through the Panama Canal, her owner berthed HAIDA at the Santa Barbara Yacht Club, California.

As with many of his yachts before and after, Max C. Fleischmann named his ship after the native tribe of Queen Charlotte Island whose seafaring skills he admired so much. Fleischmann, who had a reputation of being slightly eccentric, had the beautiful ship painted black.

After more than ten joyous years at sea, HAIDA found a new mission when Mr. Fleischmann sold the yacht to the US Navy in October 1940. The ship was completely refurbished and began new duty as a naval vessel: the bowsprit was removed, radar was installed, and a 3.5'' gun was mounted on the fo'c'sle. Warran A. Cabral, who served on board the ship, recently said he could still remember how the exquisite wood panelling was roughly covered with grey paint. Under the name USS ARGUS, identification number 'PY14', the yacht protected the coast in the Patrol Force of the 12th Naval District out of San Francisco. She was briefly lent to the United States Geodetic Survey, returning to the Navy after eight months. On October 29th, 1944 the ARGUS rescued the shipwrecked sailors from the Liberty vessel JOHN A. JOHNSON, sunk in the Pacific by a submarine.

ARGUS was decommissioned in 1946 and purchased by a private owner who restored her to her former glory as a pleasure craft. Renamed SARINA, she was owned by the Egyptian cotton magnate Maurice Ada and spent a number of years in Alexandria. During a political disturbance, her owner moved the yacht to the South of France.

A happy new era began when, after a year in the hands of American industrialist Larry Green, she came into the ownership of British Member of Parliament, Loel Guinness in

1969. He kept SARINA for more than ten years and spared no expense to see that the yacht remained in excellent shape. In 1979 Guinness' health forced him to sell the beautiful vessel to film producer Robert Stigwood. Stigwood redecorated the interior in an English country house style.

Also around this time a false second funnel was mounted that characterized SARINA's appearance for many years. The yacht was the centre of Stigwood's social life, undertaking long voyages throughout Europe and the Caribbean.

In 1981 SARINA was sold yet again. Her new Greek owner renamed her ROSENKAVALIER, after the opera by Richard Strauss. In 1988 ROSENKAVALIER, like many other classic yachts at that time, was acquired by a Japanese owner. She made the journey to Yokusaka on her own keel, still driven by her original 1929 diesel engines. The ship remained in the Isaka family of Yokohama until 1992, when a Greek yachtsman bought ROSENKAVALIER.

In 1999, a yacht lover acquired the vessel to become her new Owner. He was well aware of her heritage and condition, since he and the ship had crossed paths numerous times before. It seemed like nothing less than fate.

To reconnect the ship with her origins, he re-christened her HAIDA G.

The renovation of the ship began with a refit of the original main engines. They were completely disassembled and overhauled. The interior was entirely stripped and reusable parts carefully reinstalled. The naked hull was sandblasted, and 120 tons of steel replaced. Except for the lovingly restored main engines, the heart of the vessel, all aggregates were replaced and the ship was updated to the highest technical and safety specifications.

Today HAIDA G provides all the comfort of a modern luxury yacht for all her passengers. Overhauled to MCA-standards and run under ISM management she is available to a distinguished circle of charter guests with her incomparable aura, intriguing history, and unique charm.

HAIDA G was purchased by her current owner who re-christened her DONA AMÉLIA, did a refit period at Pendennis in 2011-2012 and used her privately since.

COMMENTS

REFIT / MAINTENANCE NOTE

From September 2011 to January 2012 Dona Amélia did a refit period at Pendennis shipyard where a lot of work was done. The bridge front area was painted and touch ups was done on the hull.

The main engine fuel pumps and injectors were refurbished. Auxiliary oil and water pumps were installed on the main engines.

New engine start compressors with air dryers were also installed.

The generators had a main overall and service and new fuel purifiers were installed.

The davits and foredeck crane was serviced. The windlass was totally refurbished. All navigation equipment also had a service.

New ships computers were installed as well as the Sonos music system.

The laundry was refurbished and new washers and dryers installed.

The galley was also refurbished with some new equipment.

December 2012 - January 2013 Dona Amelia did a short maintenance period at the Navantia shipyard in Cartagena, Spain. The hull was painted as well as the antifoul was redone. The main engines had a good service and a new fuel oil purifier was installed. A new V-Sat dome was also installed. Grey and black water tanks were cleaned and the centre fresh water tank was cleaned and painted.

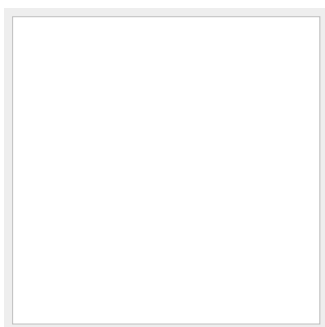
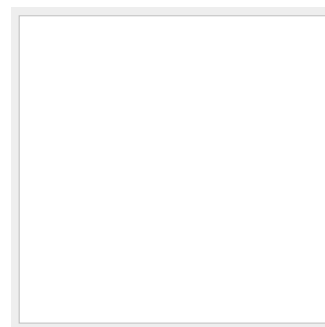
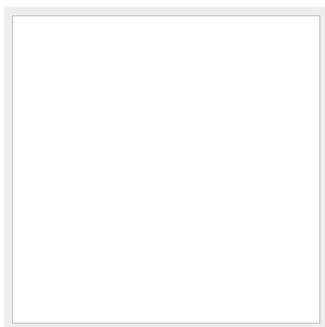
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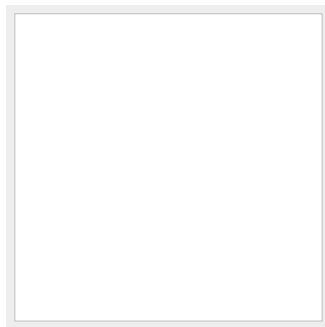
Owner's personal belongings.

Disclaimer

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PHOTOS





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