

ORCA — CIRCA MARINE



Судостроитель: CIRCA MARINE

Год постройки: 2014

Модель: Моторная яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: Australia

Длина общая: 65' 1" (19.84m)

Ширина: 17' 1" (5.21m)

Мин. осадка: 3' 3" (0.99m)

Макс. осадка: 4' 5" (1.35m)

Крейс. скорость: 9 Kts. (10 MPH)

Макс. скорость: 11 Kts. (13 MPH)

Купить **ORCA — CIRCA MARINE** 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 **ORCA — CIRCA MARINE** 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

#9 of this iconic go anywhere 4 wheel drive displacement motoryacht that has been carefully maintained and she is available for immediate delivery

Основная информация

Тип судна: Моторная яхта

Подкатегория: Водоизмещение

Модельный год: 2014

Год постройки: 2014

Страна: Australia

Размеры

Длина общая: 65' 1" (19.84m)

Длина по ватерлинии: 63' 6" (19.35m)

Ширина: 17' 1" (5.21m)

Мин. осадка: 3' 3" (0.99m)

Макс. осадка: 4' 5" (1.35m)

Скорость, вместимость и масса

Крейс. скорость: 9 Kts. (10 MPH)

Крейсерская скорость поворота: 1650 Kts.

Дальность на крейсерской скорости:
5500

Макс. скорость: 11 Kts. (13 MPH)

Водоизмещение: 88184.9048 Pounds

Вместимость воды: 1796.3699536
Gallons

Вместимость сточного бака: 39.6258078
Gallons

Объем топливного бака: 3159.49774192
Gallons

Размещение

Всего кают: 3

Всего коек: 6

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Aluminum

Материал палубы: Aluminum

Отделка корпуса: Aluminum

Дизайнер корпуса: Steve Dashew

Информация о двигателе

Двигатели: 1

Производитель: John Deere

Модель: 6068 SFM50

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Broker's Comments

The FPB 64 is the last word in serious straight line sailing. ORCA is hull #9 of this extraordinary sisterhood and she has been specified and equipped for long distance cruising. She has proven herself to be an astonishingly capable family cruising yacht with her spacious great room and stabilized successfully so that family members can enjoy being at sea in great comfort. A recent yacht, she has been carefully maintained and is ready for many more oceans.

Owner's Comments

Yes the yacht is hugely capable, and some of the marketing material may concentrate on this part of the yacht's appeal in a way that may seem a bit hairy chested, and perhaps off putting to regular folk (wives?). My wife for instance, who was very apprehensive about crossing oceans with the kids on board, now often speaks of the "peace of mind" that ORCA imparts. Now she doesn't like to miss passages, and always wants to come with me. The yacht's capability is part of the story, rather than the whole story;

Here is the whole story;

The FPB is about being SAFE, STABLE and SIMPLE. She is built to practical goals that have been superbly executed.

She is highly suitable for a family who are willing to trade off a big white yacht prestige for comfort, low maintenance, and ease of use.

The FPB enables your sense of adventure, rather than being something that nags at your confidence.

You can buy a more impressive yacht, a yacht with bigger cabins, a towering bow at the dock, more sumptuous furnishings, but you cannot buy a yacht that will be as SAFE, STABLE and SIMPLE as the FPB. The comfort of a yacht must be about when she is moving in her environment, the ocean, at least as much as at the dock.

The FPB has an extremely comfortable motion, with no roll at all for long periods of time, and a soft pitching motion. Normal family life can continue, at sea, even for children.

The easy ride means no seasickness, which means the ride is enjoyable, exciting and the adventure is fun. We never took, or gave our kids, anything for motion.

We cooked and baked and played guitar and watched the waves and the clouds and did homework at sea, while we waited for the dolphins or whales or perhaps tuna to turn up.

Having a FPB is about having a yacht that is massively strong, capable and stable, it is about the peace of mind that comes from knowing that the yacht will take care of you if you get caught out. It is the assurance of mind that enables you to reach out further than you otherwise would, the feeling that no matter how bad the weather, the yacht will not drag anchor, make her crew ill, or throw them around so they get hurt.

These things give the owner an enormous sense of confidence in his vessel. This is something his partner intuitively picks up on, and this is very comforting and enabling.

And when you get there, the yacht is able to provide the essentials of power, water and food reserves in abundance, simply and with great reliability. The layout means everybody is part of the action, all the time, it's also about the view. The systems at first may seem complex, however they quickly become second nature, as they should. The first thing that you will grow to love, is the layout and accessibility of everything. Then the redundancy and the quality of the components. Normal maintenance and trouble shooting is easy, and when you have a question you can reach for the sat phone and be fully supported by the designer's team and the builder's team. The time I needed their input was a Sunday night, but no problem.

We have found this support to be the best we have ever experienced from any company, in any field, ever. If you have an issue, you are not on your own, even in a tropical lagoon, hundreds or thousands of miles from a city. With a satellite phone you will have the man who built the system, and the man who designed the system, and whoever else you feel you need, in your corner until you are happy again. Plus you have the tools you need, and the parts you need on board. It all goes together to enable your adventure.

You will not feel on your own. This is not a happy snaps, pirate party, type community, it is an enabling group of experts who have designed, built and support, arguably the best yacht ever built for getting out there. The yacht is in fact a simple yacht to operate. A child can do it. My 8 year old, (and, separately, both 14 year olds) regularly took watches, keeping an eye on systems, steering around ships, and logging positions, at night, at sea, while I slept. I knew that with the door closed, there was zero chance of anybody falling overboard. When I was a kid my Dad would snooze with half an eye open when we were at sea, with only DR and ships lights to work with. Now my child's sharp eyes have radar and AIS to back them up. Easy. Safe. Comfortable. The FPB is an easy yacht to own when she is not being used. No external woodwork, and the raw alloy finish mean the only polishing is of the stainless steel. I knock that off in a few hours twice a year. That's it. She is cheap to keep. Very cheap. For regular maintenance we fly the

Circa guys in, cheaper than you might think (NZ wages!) , and you are not training up your local bloke. It is nice to have that type of support. The fuel burn is also a big contributor to the modest cost of ownership. At sea we burn 25 litres an hour x 24 hours = 600 litres per day for 230nm. We did our figures on paying \$1.50 per litre. We still haven't paid that much! This is another advantage of the huge tanks. We only buy fuel in large quantities cheap! So at \$1.20 litre the full 24 hours at sea will cost \$720, and a 1,000nm trip will consume 2,608 litres for a cost of \$3130. Not nothing, but probably comparable to the cost of air travel depending on the number of crew. Local trips burn 10 to 15 litres per hour. So an out and back mission of say 4 hours total running, costs, well, beer money. The sorts of fuel burns that mean you go, just for fun, without considering the cost. In short, the FPB, whilst expensive to buy, is inexpensive to own, very easy to live with, and will remove all the obstacles to living a life full of adventure.

By far the best yacht most of us could ever hope to own.

Construction

Hull, Deck & Superstructure Construction:

- Basic hull and structure is welded aluminum including superstructure with two full watertight bulkheads and two half-height watertight bulkheads.
- Bottom is 12 mm aluminum plate.
- Integral aluminum tanks for water and diesel form a double bottom between the two full height watertight bulkheads.
- 19mm tempered windows with storm boards.
- Matching grey tread master decking on exterior decks.
- External handrails, stanchions and foremast, et al are 316 L stainless steel.
- The 'bolt on' swim step extension section adds 3'/90cm to the waterline length and reduces drag six to eight percent. It also creates valuable space for loading/unloading passengers and stores from the dinghy, exiting to floating docks, and easy access off the stern for swimming. Finally, this extra waterline increases longitudinal, further reducing pitching. And the measured length of the hull? We will just say that the bolt on nature of the extension offers a degree of flexibility with "official" measurements not available with a welded extension.
- There is 6500 pounds of lead ballast, encapsulated within the fuel tanks.

Machinery

Engine & Gearboxes:

- 1 x John Deere 6068 SFM50 – M3 rating – approximately 236 horsepower - diesel fuel.
- ZF280 V 2.556 to 1 reduction transmission with Drive Saver.
- All raw water cooling needs served thru single sea chest with clean out above the waterline and dual heavy duty strainers isolated by valves.

Maintenance & Performance:

- Max speed approximately 11 knots – normal cruise of 9.6 knots at 1650 RPM.
- Fuel consumption 19 to 25 liters per hour.
- Cruising range – approximately 5500 nautical miles.
- Approximate hours on John Deere engine – 885 hrs

Propulsion & Steering:

- 32" diameter, Nibral 3 blade prop and 3 blade spare prop is stored on spindle in forepeak.
- Aquamet shaft with PSS shaft seal.
- Spurs line cutter.
- Steering system – single rudder with dual, independent Kobelt steering cylinders.
- Teleflex manual helm pump as back up to dual autopilot system.
- Bow Thruster – 24VDC, 136 Kg thrust. Controls located at both helms.

Other Mechanical Equipment:

- Get Home Drive – 100HP Yanmar diesel on a lay shaft with CV joint, Gori 2 speed folding prop. Propels boat at approximately 7.5 knots.
- Naiad 302 hydraulic stabilizers with 9 sq ft fins and adaptive control driven off main engine.
- Hydraulic oil hull cooled.
- Reverso oil change pump with manifold serving main engine, get home, and generator.

- Murphy gauges tied to Maretron system for main engine oil level, gear pressure, coolant temp, and coolant level.
- Very Extensive Complement of Spares (see FPB standard spares/tools list as reference).

Electrical Systems

Voltage Systems:

- Vessel Primary AC – Primary is 230V, with all main systems (air conditioning, water maker, induction cook top, speed oven, washer and dryer) able to run on 230V – 50 or 60 Hz.
- Inverters - 2 qty, 230VAC / 5KW Victron inverters provide power from the 24 volt DC battery system and support shore power or the 11.5 KW 50Hz generator. System able to function on either 50 or 60 Hz shore supply and generator can be changed to 60Hz.
- 230 Volt, 24 volt and 12 volt plugs are located strategically throughout the boat. AC plugs/outlets wired to allow 115V changeover with minimal difficulty.
- Two main power panels – one near helm and one in aft crew quarters.
- Dual pole breakers disconnect both legs on AC and DC circuits.
- Remote Blue Sea disconnects for all 24 Volt high amp DC circuits and devices.

Battery Banks:

- Primary 24 volt DC – 2VDC cells x 12qty.
- Hoppecke traction style batteries provide 1200 amp hours of capacity at 24 volts.
- Secondary 12 volt DC – Two (2) Group 31 batteries provide power for engine and genset starting.
- 12 volt power points throughout the boat via 24VDC-12VDC converters.

Battery Chargers:

- The Victron Inverters double as main 24VDC battery Charger (240A total) - recharging the house bank via external shore power or the generator.
- Inverter emergency bypass switch.
- 115VAC battery charger and 24 to 12 volt converter charger, battery disconnects and

parallel switch with center tap from house bank for secondary 12 volt DC start bank.

Alternators:

- 2 x Serpentine belt driven 28 volt Electrodyne alternators on the main engine provide a combined output of 7.4 KW (300 amps at 28 volts) thru two heavy duty remote mounted rectifiers while underway.
- This is sufficient to run key onboard AC power systems via the inverters while underway and recharge the batteries with some power management without running the generator.

Generator:

- 11.5 KW Cummins Onan Generator.
- Approximate hours – 596 hrs.

Shore Power:

- AC Shore power – Incoming shore power is isolated via an isolation transformer.
- Two shore power connection points in the forepeak and on the aft deck accept either 30 amp (115V – 60Hz) or 50 amp (230V - 50 or 60 Hz).
- Inverter/Chargers can be adjusted to support available incoming amperage.
- Shore power cords and international adapters.

Other Electrical:

- Very Extensive Complement of Spares.
- 2 x Solar panels on the house top. The output is rated at approximately 245 watts per panel.

Plumbing Systems

Fresh Water & Water Heating System:

- 24 volt Kabola diesel fired boiler for hot water and boat heating.

- 2 x Headhunter X-Caliber pressure pumps.
- 55 liter stainless water heater with dual 2000 watt elements with heat exchanger that is part of the Kabola diesel boiler/engine waste heat circuit for hot water.
- Sea Recovery 55 gallon per hour RO water maker with fresh water flush, primary filtration, plankton filter, charcoal filter and UV sterilizer plumbed to all portable water tankage via valved manifold. Hours – c. 183.

Bilge Pumps:

- PAR Jabsco diaphragm electric pumps – 2 x in engine room, 1 x in forepeak, 1 x in basement with roving hose and connections to stabilizer cofferdams.
- 1 x Pacer hydraulic damage control pump (600 liters per minute) plumbed to forepeak, living areas and engine room.
- Manual/automatic control on all pumps plus high water alarms.

Other Plumbing:

- Extensive complement of spares.

Tankage

- Tank Tender level indicator for freshwater and diesel tankage.
- Sealand tank gauge for black water level indication.

Fuel:

- Fuel Capacity is 11,960 liters (3,160 US Gal.) in two main tanks, two trim tanks and day tank.
- Tanks are integral aluminum.
- High capacity fuel transfer/polishing system with two geared Oberdoerfer pumps, polishing filtration and debug system allowing transfer from any tank to any tank via valved manifolds.
- Day tank topped up automatically with pump running, low level, fill level and high level alarms.

- Manifold from day tank to all primary consumers with dual Racor filtration on main engine and additional filtration to other diesel consumers.
- Spare Oberdoerfer pump head.

Fresh water:

- 6,800 liters (1,800 US Gal.) in two integral aluminum tanks plus separate polyethylene galley tank for filtered water.

Grey/Blackwater holding tanks:

- Blackwater – Two Polyethylene tanks – approximately 150 liter (40 US Gal.) capacity each – one serving the master head and one serving the aft head.
- Filtered tank breathers.
- Remote level indicators.

Navigation Equipment

- FurunoNavnet 3D Black Box with depth sounder, GPS, 12 KW open array radar with ARPA.
- Separate Furuno 12" MFD on flybridge.
- Furuno system integrated with MaxSea Time Zero running on laptop at main helm.
- Maretron system integrated with engine J box, Airmar weather station, GPS, depth, key system alarms and warnings.
- 2 x Color DSM 250's – 1 x on fly bridge, 1 x at helm.
- IR/visual camera in engine room fed in to NavNet3D.
- AIS Class B – integrated with MaxSea and Navnet 3D
- Icom 604 DSC VHF at main helm with command mike on flybridge. Includes Hailer.
- 3 x Monitors at main helm, 2 display Navnet data.
- Dual autopilots – each completely redundant on separate Hynautic circuits with dual Kobelt cylinders.

- Primary Comnav autopilot system with TS 202 lever steering and Commander control head at main helm and 200 series remote auto/lever steering on fly bridge. Accu-steer pump.
- Normal operation is by fly by wire or autopilot mode.
- ComNav back-up autopilot system with Accu-steer pump, controls at lower helm.
- Teleflex manual helm pump with wheel for emergency use.
- Peplink MAX HD router – accepts 2 x cellular sim cards for data, 2 x WAN ports, 2 x Wifi ports, 4 x port wireless router for on board network.
- Electrolysis monitor meter.
- CO monitor.
- Security system consisting of deck motion sensors, salon door sensor, horn and light alarm alert – activated via remote key fob.

Domestic Equipment

General:

- Asko full size washer and separate drier dryer, side by side.
- Central vacuum system with 2 x pickup points – 1 x forward – 1 x aft. Vacuum hose and misc. tools.

Galley:

- Miele Speed oven (convection, conventional, microwave).
- Miele three burner induction cook top.
- Fisher Paykel single drawer dishwasher.
- Custom refrigerator (roughly 348 Liters) and freezer (roughly 240 liters) in galley and second custom freezer in basement (roughly 162 liters).
- Each box cooled by a 24 volt Danfoss compressor with controls in the ships office.
- Cooling is via keel coolers mounted in freshwater tank aft of cofferdam.

Heads/Showers:

- Vacuflush heads with valving for direct overboard discharge, discharge to holding tanks with overboard pumps and deck pumpout fitting.
- Freshwater deck shower on aft swim platform with hot and cold mixer valve.
- Aft head with separate shower stall and toilet, vanity/sink exterior to toilet compartment.
- Sink and shower drain overboard via Whale Gulper pumps.
- Master has separate tub/shower, toilet compartment with Vacuflush head and vanity with sink integrated in to the forward area of stateroom.
- Shower and sink discharge overboard via Whale Gulper pumps.

Heating & Ventilation:

- 230VAC reverse cycle Climma air conditioning units – seawater cooled.
- 2 x independently controlled units in the salon and one forward in the master stateroom and one aft.
- Fan only and dehumidification modes in addition to heat and cool.
- Dual self-priming Primetime pumps on pump relays.
- Hot water heat with thermostatically controlled fan coils throughout the boat.
- Kabola hot water loop heats domestic water as well.
- Heat sources include the Kabola diesel boiler and engine waste heat exchanger.
- Manifold to bypass heating loop for summer operation.
- Awning system for salon windows (port and starboard).
- Complete set of hatch covers and rain dodger for master stateroom hatch.

Entertainment:

- Stereo system with input for iPod etc.
- Stereo/DVD connected to TV.
- Pop up 40 inch LCD TV.
- HDMI to TV for other source.

Lighting:

- Interior lighting is recessed LED overhead on dimmers.
- Forward and aft deck flood lights and flybridge task lighting.
- Large forward facing 230VAC flood light on foremast.
- 24VDC fluorescent lights in engine room.
- LED light for swim step area.
- LED anchor lights.

Accommodation

Summary of Accommodation:

- Interior finish is lightly stained cherry wood veneer and timber.
- Ultra-leather headliner and hull panels.
- Striated vinyl wall covering on bulkheads.
- Hi Mac solid surface counter tops.
- Flexco Repel rubber flooring with area carpeting.
- Ultra-suede seating cushions.
- Stidd helm Chair.
- Seat covers, table cover and runners.

Description of layout from forwards:

ORCA has a large forepeak forward which provides massive storage for all manner of equipment. Behind this is the owner's stateroom with offset double berth and lots of cupboards and wardrobe. There is a basin incorporated into this cabinetry with a head and separated shower stall to starboard. Up steps to the Great Room with 350 degree vision, helm station, main saloon and incorporated galley with masses of refrigeration, working space. There is lots of space for cooking, eating, socializing and also for watch keeping when at sea. Beneath the great room is the cellar – a vast area which is available for the storage of spares and yacht equipment of all kinds. There is access from here to the aft deck with its barbeque, sink, working

area and open deck. Stairs from the aft deck lead up onto the fly bridge (or matrix deck) where there is a second helm station, seating and a fold up table for dining. Steps from the aft deck also lead down to a large swim platform with fresh water shower, two large storage lockers and easy access to floating docs and dinghies. From the great room there are steps down into the aft section of the yacht with a double guest cabin to port with transverse bunk over, and work station/office to starboard and access to the second head. Aft of these is a single berth cabin and then a door into the vast engine room which is designed for great access to all the machinery.

Deck Equipment

General:

- Deck wash (salt and freshwater wash down spigots) in forepeak and BBQ locker on aft deck.
- Stainless deck stanchions with stainless lifeline system.
- Boarding gates port and stbd on aft deck and from swim platform.
- Aft deck propane BBQ with freshwater sink.
- Large storage lockers either side of swim platform.
- Includes 2 x stainless flopper stoppers for use at anchor and Kolstrand fish for use in the event of stabilizer failure.
- All deployed from the booms on separate pennants with rope clutches.
- Large integrated swim platform aft with steps from aft deck.
- Stainless swim ladder.
- Aft deck freshwater shower (hot and cold with mixer valve).
- Lifelines on pelican clips for easy access to dinghy/docks.

Anchoring & Mooring Equipment:

- Primary ground tackle consists of 110KG self-launching Rocna anchor with 107 meters of 3/8 inch HT chain.
- Maxwell V4000 24 VDC windlass with chain counter and controls at fly bridge and main helm.
- Fortress F80 and F125 anchors for kedging/storm use with 120 meters of hi modulus line

and two shots of chain.

- Aft deck Harken, dual-direction, self-tailing #46 winch for hoisting dinks, kedging and breast lines.
- 3 x Manual, self-tailing two speed Lewmar #40 winches for dock line control.
- Full assortment of 7/16 high modulus and 7/8 inch dual braid lines for docking and other uses.
- Galerider storm drogue and Parachute anchor.

Covers, Canvas & Cushions:

- Covers for BBQ, dinghy console and flybridge helm/eating area. Side awnings.

Tender & Outboard:

- Custom built welded aluminum dingy, center console with storage lockers and stowage forward for anchor and spare prop.
- Yamaha 40 HP 4 stroke motor with controls on center console. Hours – c. 115.
- Heavy integrated flotation/bumper around gunnels.
- Custom dinghy chock for tender.
- Launch and retrieve via booms and aft deck winch.

Safety Equipment:

- Complete boat security system including deck motion sensors and main door.
- 6-person Canister Switlik liferaft
- Horseshoe throw collar with strobe and floating safety line on aft deck pushpit.
- 8 x Adult SOLAS Orange PFD's.
- Flare kit for dinghy and boat – not expired.

Fire-fighting equipment:

- Fuel system, engine room air intake and automatic fire suppression system can all be remotely activated outside of engine room.
- CO detector.
- Engine room heat sensors, complete engine alarms along with other monitoring integrated to Maretron system.
- Fire extinguishers mounted throughout the boat in strategic locations.

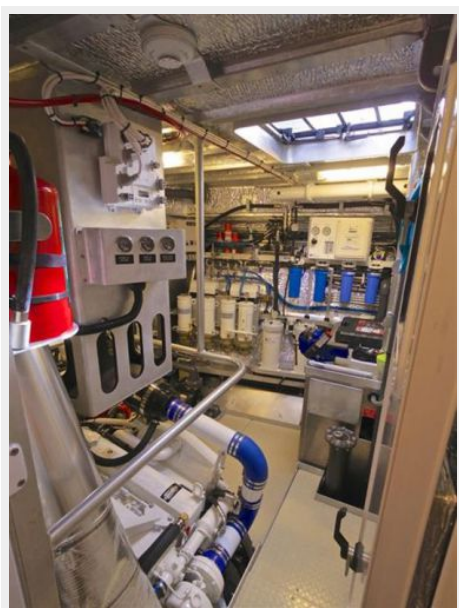
Исключения

При продаже яхты исключаются личные вещи владельца.

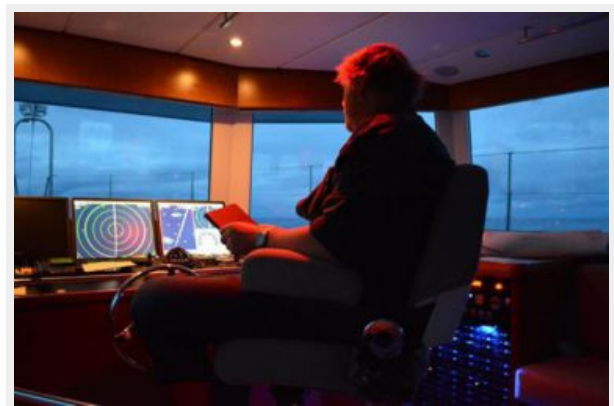
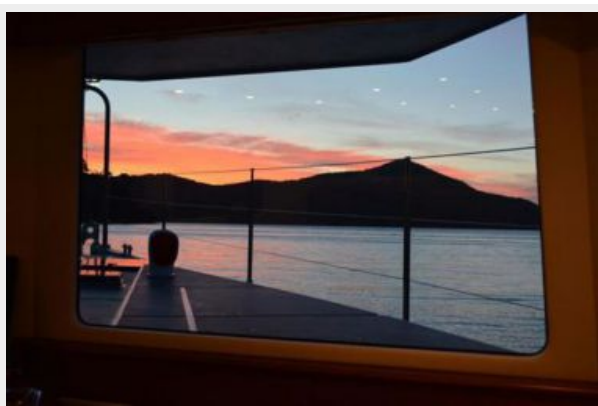
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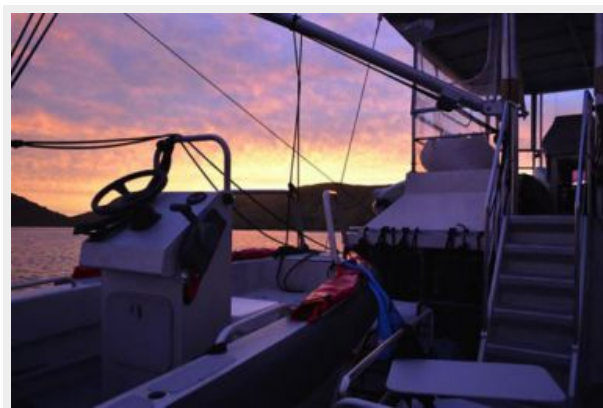
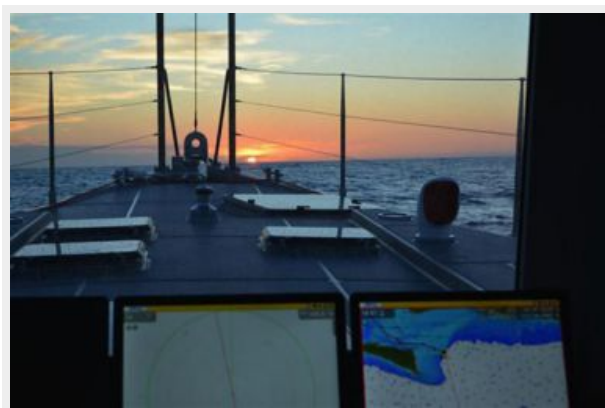
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ФОТОГРАФИИ









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