

VIRGINIA — TRI-COASTAL MARINE



Судостроитель: [Tri-Coastal Marine](#)

Год постройки: 2005

Модель: Шхуна

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 121' 10" (37.13m)

Ширина: 23' 10" (7.26m)

Макс. осадка: 12' 3" (3.73m)

Крейс. скорость: 10 Kts. (12 MPH)

Макс. скорость: 14 Kts. (16 MPH)

Купить **VIRGINIA — Tri-Coastal 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 **VIRGINIA — Tri-Coastal 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

The Schooner VIRGINIA is a 122' replica of a 1917 Virginia Pilot schooner of the same name. VIRGINIA's keel was laid in Norfolk in 2002 and she was launched with great fanfare in 2005 as the Commonwealth's flagship, providing an educational resource for youth and adults and a tangible symbol of Virginia's historic connection to the sea. She has conducted sail training voyages, appeared at numerous maritime festivals in the Chesapeake Bay and on the East coast, making voyages to Nova Scotia, Bermuda, and the Caribbean. In 2007, assisted by a brisk northwest breeze, she set a course record for the Great Chesapeake Bay Schooner Race, besting her friendly rival, the Pride of Baltimore II.

VIRGINIA is certified as a USCG Subchapter "R" Sailing School Vessel capable of carrying 16 overnight, USCG Subchapter "T" Small Passenger Vessel capable of carrying 46 passengers for daytrips and also carries an ABS Loadline Certificate. As such, she is ready to be transferred over to the next rightful owner in order to continue her legacy as a great replica sail training vessel.

VIRGINIA is fully founded and ready to sail.

Основная информация

Тип судна: Шхуна

Подкатегория: Большое парусное судно

Модельный год: 2005

Год постройки: 2005

Страна: United States

Номер регистрации в береговой охране: 1161078

Размеры

Длина общая: 121' 10" (37.13m)

Длина по ватерлинии: 84' 0" (25.60m)

Ширина: 23' 10" (7.26m)

Макс. осадка: 12' 3" (3.73m)

Скорость, вместимость и масса

Крейс. скорость: 10 Kts. (12 MPH)

Макс. скорость: 14 Kts. (16 MPH)

Водоизмещение: 308000 Pounds

Чистый вес: 119 Pounds

Вместимость воды: 1000 Gallons

Вместимость сточного бака: 300 Gallons

Объем топливного бака: 1000 Gallons

Размещение

Всего кают: 4

Всего коек: 22

Спальные места: 22

Всего ком. состава: 4

Каюта капитана: Да

Каюты экипажа: 2

Койки экипажа: 4

Спальных мест экипажа: 4

Комм. состав экипажа: 2

Корпус и палуба

Материал корпуса: Wood

Материал палубы: Wood

Комплектация корпуса: Full
Displacement

Цвет корпуса: Black

Отделка корпуса: Stainless Steel

Дизайнер корпуса: Tri-Coastal Marine

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: 3056

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Accommodations

Forepeak

Accessed through a watertight hatch in the foredeck is the forepeak, compartmentalized and shelved for efficient stowage of ropes, paint and gear. Just aft is the chain stowage and a watertight bulkhead.

Accommodations

The interior finish is simple, classic and airy with white painted bulkheads and panels, highlighted by varnished solid trim and soles.

The forward-most accommodation space in the interior is the forecabin, with single berths for eight (8) persons. Aft to starboard is a sink and vanity, while aft to port is a door to the galley area. Aft of the forecabin to starboard is a full head with enclosed shower and to port are two additional single berths. Aft of the head on starboard is a U-shaped galley with ample refrigeration forward, a double-sink outboard, and large diesel cooking stove aft. An additional head with enclosed shower is opposite the galley on port. Centered aft is a ladder to the main deck, followed by a hydraulically-operated, sliding watertight door.

The largest section of the interior is the main salon, comprised of sleeping berths for twelve (12) persons outboard (six (6) on each port and starboard) and transom settees just inboard of the lower berths. On centerline is a long varnished table with benches for dining, with a companionway ladder to the deck at the forward end and the main mast aft.

A second hydraulically-operated sliding watertight door is located on the aft bulkhead of the main salon, through which is located on starboard two (2) additional berths for crew and on port, a mechanical room which houses the majority of the electrical components of the ship including the Northern Lights genset, the 120/240v AC controls and ship's circuit panels.

Just inboard of the additional crew cabin is a companionway up to the charthouse and on centerline is access to the vessel's engine room. Inside the engine room, forward to port and starboard are the two (2) main Caterpillar engines, with wing fuel tanks and fuel filters outboard. Tool storage is aft to starboard, while the PTO for the fire/bilge pump is affixed to the port main engine.

Above the engine room is the charthouse, which looks out through ample portlights in the deckhouse. A large chart table and instrumentation occupy the forward area of the charthouse, while aft is the electrical distribution panel and additional stowage, as well as companionways up to the main deck and down to the captain's cabin.

Port forward in the captain's cabin is a locker and desk, with single berth aft. To starboard forward

is an enclosed head and double berth aft. An additional companionway to the deck is located on centerline aft.

Lazarette

Accessed through a watertight hatch on deck, the lazarette sits aft of a watertight bulkhead beyond the captain's cabin. It is arranged for general stowage and also houses the fixed firefighting system for the engine room.

Deck

As a knockabout schooner, VIRGINIA has no bowsprit. Located on the foredeck are the Sampson post, jib stays, and Ideal triple-head windlass. There is a centerline hatch scuttle providing access to the forepeak just forward of the foremast. A skylight provides light to the galley and moving aft is a deck box which houses tank vents and hydraulic controls for the watertight doors. The main hatch scuttle has port and starboard skylights. The deckhouse is just aft of the main mast and has large, square port lights, louvered engine vents and an additional companionway to starboard aft which accesses the charthouse. A scuttle to the captain's cabin is further aft with engine controls and electronics to port, compass and wind instruments on centerline and just further aft is the wheel box with the bronze wheel. A final scuttle to the lazarette is located aft of the wheel.

The deck layout provides ample open space for ease of operation, but also adequate access and light below for sailing offshore.

Hull & Deck General

Understanding from the outset of the design process that VIRGINIA would be operated as a commercial vessel, she was designed and engineered using modern philosophies to withstand this purpose. While she is representative of a certain period in history, the materials and methods used in her construction meet or exceed current requirement for modern shipbuilding.

The hull is of double-planked construction, using Angelique and Wana - woods reported to be resistant to decay. The hull frames are of laminated construction using oak, tied into bronze floors. The deck beams are solid Angelique and the decks are constructed from tongue and groove Wana, marine plywood, and caulked and laid Silver Boli set in epoxy. Keel timber and stem are laminated oak, while the sheer clamp, shelf clamp, rudder and stern post are of Angelique. Fastenings throughout the vessel are bronze screws and all deck hardware is cast bronze.

There are two (2) hydraulically-operated, sliding watertight doors and five (5) watertight compartments.

Engine & Mechanical Equipment

- Two (2) Caterpillar 3056, six-cylinder, naturally aspirated diesel main engines, 205hp @ 2500rpm
 - o Port Engine hours - 3113 (as of June 2015)
 - o Starboard Engine hours - 4386 (as of June 2015)
- Twin Disc hydraulic transmissions; 3:1
- Two (2) 34" feathering Maxi Props on 2 1/4" stainless steel shafts
- Two (2) Spurs line cutters
- SeaRecovery Aqua Whisper desalinator
- 220v Baldore water maker high & low pressure pumps
- 24v Parmax fresh water pump
- 230v Oberdorfer black/grey water pump
- 24v Whale raw water pump for freezer system
- 12v fuel transfer pump
- Pressure fresh water system
- Hot water system
- Three (3) Wilcox Crittenden Skipper II heads

Tankage & Plumbing

- Diesel Fuel Tanks (Steel tanks, with epoxy exterior coating):
 - o (2) 150 gallon day tanks; forward of engines, below the sole
 - o (2) 290 gallon wing tanks; outboard of engines
 - o (1) 130 gallon cooking fuel tank; outboard to port of deckhouse
- Potable Water (Stainless steel tanks):
 - o (2) 500 gallons; below salon sole
- Grey Water & Black Water

- o (1) 150 gallon grey water tank
- o (2) 75 gallon black water tanks

Steering System

- Traditional tall ship wheel connected to Lunenburg #11 worm gear on deck

Electrical Equipment

- Northern Lights Genset -- M864W, 25kW
- Single phase, 60Hz, 240v/120v AC system
- 12v/24v DC system
- Shore power connection through two (2) Charles C-Power isolation transformers
- Battery Banks:
 - o House bank - (8) AGM 8D; 24v
 - o Start bank - (2) AGM 8D; 24v
 - o Emergency back-up - (2) G31; 24v
 - o Navigation bank - (2); 12v
 - o Generator start - (1); 12v
- (1) Charles 24v, 40A charger
- (1) Charles 12v, 20A charger
- (1) Mastervolt Mass 24/100-3 Charger
- (1) Mastervolt Sine Wave 24/4000 Inverter
- (2) 24v alternators; one on each main engine
- Main AC and DC distribution panels with selector switches, emergency start, etc.
- AC and DC lighting for bunks, heads and working spaces

Electronics & Navigation

The electronics and navigation instrument package onboard VIRGINIA is representative of her intent for offshore sailing. Most of the instruments are located in the deckhouse, with additional instruments located at the helm station, and repeaters in the main salon and captain's cabin.

- Furuno GP-90 GPS Navigator
- Furuno NavNet VX2 C-Map; with repeater at helm station
- Furuno Universal AIS
- Furuno 7252 radar; 96nm
- Furuno RD-700
- AR Engineering flat screen monitor

Communications

- Furuno FS-1503 SSB radio
- Furuno LH3000 Loudhailer/horn
- Sailor RT5020 VHF radio
- Thrane & Thrane Fleet 55 satellite communication

Sailing Instrumentation

- Raymarine ST60 depth
- Raymarine ST60 boat speed/distance
- Raymarine ST60 wind
- Raymarine ST60 close hauled wind
- Raymarine ST60 compass
- Raymarine ST60 graphic mult-display
- Raymarine ST60 max view

Deck Equipment

- Two (2) 500lb kedge-style anchors, catted on the cap rail, hoisted into place with anchor

davits

- Port anchor is rigged to three (3) shots (270') of chain
- Starboard anchor is rigged to two (2) shots (180') of chain
- Ideal windlass; with port and starboard chain cats and vertical capstan on top
- Additional rope anchor rode stored in forepeak - rigged when needed

Spars, Sails & Rigging

- All spars are laminated Douglas Fir, keel-stepped on bronze mast step fabrication and bronze floor plates
- All masts new in 2012; except main topmast section - new in 2010
- Both masts are rigged with topmasts and carry topsails
- Booms & gaffs are solid Douglas Fir
- Standing rigging is combination of stainless steel wire and galvanized plow steel wire; spliced and served
- Bronze turnbuckles
- Cast bronze chainplates
- Sails:
 - o Mainsail
 - o Main Topsail
 - o Foresail
 - o Foretopsail
 - o Fisherman Topsail
 - o Flying Jib
 - o Jib
 - o Staysail
- Running rigging is soft spun Dacron and stainless steel wire topping lifts
- Hardwood blocks with bronze sheaves and galvanized steel straps

Tenders

- 16' Achilles Commercial inflatable with Yamaha 25hp (2013), 4-stroke outboard
- 16' Apprentice Shop wood rowing skiff

Safety Equipment

- (2) 20-person Viking Ocean Series SOLAS life rafts
- (1) 16-person Viking Ocean Series SOLAS life raft
- (3) 24" life rings; (2) with strobe lights, (1) with line
- (56) USCG Type 1 Adult PFDs
- (6) USCG Type 1 Child PFDs
- (23) Sterns Universal survival suits
- (2) Sterns Child survival suits
- (2) Sterns Oversize survival suits
- (2) EPIRB with hydrostatic release
- Required flares and other auxilliary warning devices
- Code Flags
- First Aid:
 - o Backboard/stretchers
 - o (2) neck support braces
 - o Medaire 1st Responder medkit
 - o Medaire Offshore medkit
 - o Mass. State Police 1st Responder back pack
 - o Medaire Crash pack (1-time use)
 - o Heartstart Defibrillator
- Firefighting:
 - o (6) 20lb ABC fire extinguishers - dry chemical

- o (1) 2.5lb ABC fire extinguisher - dry chemical
- o (1) 20lb BC fire extinguisher - CO2
- o (1) 15lb BC fire extinguisher - CO2
- o FM200 Fire suppression system with automatic shutdown
- o (2) Fire axes
- o Smoke detectors throughout

Fire & Bilge System

- Five (5) Edson diaphragm bilge pumps
- 220v AC Baldore Fire/Bilge pump
- Engine-driven bilge/fire pump
- Gasoline-operated auxiliary water pump stored on deck
- Two (2) on-deck fire hose bibs; forward of deckhouse and forward of skylight over galley
- Bilge/fire system plumbing is bronze

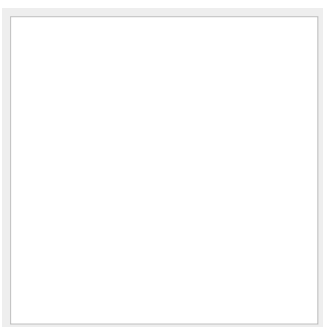
Исключения

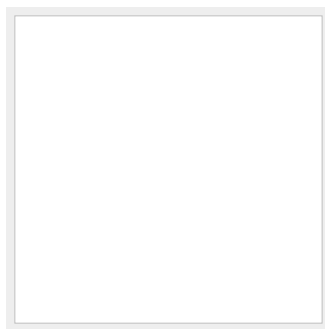
При продаже яхты исключаются личные вещи владельца.

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





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.

Контактная информация

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com

Телефоны

Краснодарский край: **+7(918)465-66-44**

США, Майами, Флорида: **+1(954)274-4435**

Время работы

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

Воскресенье: **Закрито**

Адрес



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