

MELEK — PERINI NAVI



Судостроитель: [PERINI NAVI](#)

Год постройки: 2010

Модель: Крейсерский кеч

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: Монако

Длина общая: 183' 9" (56.01m)

Ширина: 37' 8" (11.48m)

Мин. осадка: 13' 0" (3.96m)

Макс. осадка: 31' 10" (9.70m)

Крейс. скорость: 13 Kts. (15 MPH)

Макс. скорость: 16 Kts. (18 MPH)

Купить **Melek — PERINI NAVI** 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 **Melek — PERINI NAVI** 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

MELEK is a development of the new breed of Perini performance cruisers with hull lines by Ron Holland and built in aluminum to keep down displacement and wetted surface. The sail plan with fully battened main and mizzens and in-boom furling and reefing creates a much closer winded yacht, with a greater sail area and better speed. From her spacious flybridge living areas and her semi sunk cockpit, MELEK offers a variety of great outdoor living areas complimented by spacious paneled air conditioned interior areas. MELEK is an extremely quiet yacht engineered with all of her soles and non-structural bulkheads floating with an emphasis on reduction of all vibration and structural born noise. MELEK underwent her 5 year ABS survey in 2014. Fully commissioned and ready for her next owner, she is a magnificent example of the famed 56-meter series from Perini Navi.

Основная информация

Тип судна: Крейсерский кеч

Модельный год: 2010

Год постройки: 2010

Страна: Монако

Верх: Enclosed P.H. W/Sundeck

Открытая палуба мостика: Да

Кубрик: Да

Размеры

Длина общая: 183' 9" (56.01m)

Ширина: 37' 8" (11.48m)

Мин. осадка: 13' 0" (3.96m)

Макс. осадка: 31' 10" (9.70m)

Скорость, вместимость и масса

Крейс. скорость: 13 Kts. (15 MPH)

Крейсерская скорость поворота: 1650 Kts.

Дальность на крейсерской скорости: 4000

Макс. скорость: 16 Kts. (18 MPH)

Макс. скорость поворота: 2200 Kts.

Водоизмещение: 557 Pounds

Чистый вес: 496 Pounds

Вместимость воды: 4173.9184216 Gallons

Вместимость сточного бака: 733.0774443 Gallons

Объем топливного бака: 15039.31492036 Gallons

Размещение

Всего кают: 5

Всего коек: 11

Спальные места: 11

Всего ком. состава: 6

Каюта капитана: Да

Каюты экипажа: 5

Койки экипажа: 11

Спальных мест экипажа: 11

Комм. состав экипажа: 6

Корпус и палуба

Материал корпуса: Aluminum

Материал палубы: Teak over Aluminum

Комплектация корпуса: Full Displacement

Цвет корпуса: Perini Blue

Дизайнер корпуса: Ron Holland

Дизайнер экстерьера: Perini Navi and Ron Holland

Дизайнер интерьера: Perini Navi

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: C32

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Construction

Melek was built by Perini Navi Shipyard out of Aluminum. The deck is Teak over Aluminum. The paint is DuPont with optional additional clear coat.

Main Characteristics

General:

| | |
|-------------------|--|
| Builder: | Perini Navi |
| Classification: | American Bureau of Shipping (ABS) Malta Cross A1 Commercial Yachting Service AMS, MCA |
| LOA: | 184' (56m) |
| Waterline Length: | 153' (46.71m) |
| Draft: | Min: 13' (3.95m) Max: 32' (9.73m) |
| Designer: | Interior: Perini Navi |
| Naval Designer: | Perini Navi and Ron Holland |
| Year: | 2010 |
| Beam: | 37'8" (11.52M) |
| Displacement: | 557 Tons (Full Load) |
| Tonnage: | 496 GRT |
| Ballast: | 95 Tons (40 fixed and 45 in swing keel) Lead |
| Rig: | Ketch |
| Capacities: | |
| Fuel: | 56,930 liters |
| Water: | 15,800 liters |
| Fuel Consumption: | 200 liters/hour at cruising speed of 12.5 knots and 1600 RPM |
| Speed: | Depending upon the wind speed and the apparent angle of the wind, sailing speeds of up to 15.5 knots are easily achieved. Performance under Power: 14 knots cruising at 1850 RPM; 15.5 knots maximum at 2100-2200 RPM. |
| Range: | Maximum range of 4000 nautical miles @ 1600 RPM with 1 engine at 12.0 knots. Note: 10% reserve calculated. |

Main Engine and Generator Servicing

Both the main engines and generators are serviced at regular intervals of 250 hours, with more significant service work carried out every 1000 hours. Basic 250-hour servicing requires oil and filter changes whilst the larger service work includes inspections and testing of turbochargers, aftercoolers, heat exchangers, and so on.

At each service, oil samples are taken and then sent for analysis. This provides detailed information regarding metal content and pH levels which in turn can indicate any areas that require attention.

Mechanical

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| Engines: | 2 x Caterpillar C32, Manufactured 2009 V12, 4 Stroke Diesel, Turbocharged and after cooled 1400 BHP each @ 2,300 RPM Main engine hours: Port 5782; Stbd 5786 (4-June 2020) |
| Overall Registered | |
| Drive Power: | 1876KW (2 x 938KW) |
| Transmissions: | ZF 3350NR reduction gearbox, 4.727:1 |
| Propellers: | 2 x Kamewa three blade feathering for sailing 1500mm/4.92' diameter. |
| Bow Thruster: | American Bow Thruster, Trac Series 28" 125 HP @ 1475rpm with 2 x five bladed propellers @ 700 mm/27.5" diameter Variable frequency and variable speed. |
| Steering: | MARSILI Electro-Hydraulic system, actuator with double cylinder. |
| Centerboard Control: | 100 Ton hydraulic cylinder type SAF 2205 with Ceramic coating and dedicated power pack. |
| Generators: | 3 x Caterpillar C4.4, 86kW @ 1500 rpm turbocharged and after cooled 4 cylinder diesel engines coupled to Leroy Somer alternators. The three Caterpillar C4.4's had their engines replaced with re-manufactured engines in 2013 and 2014. Port: 10,160 hours (replaced @ 6500 hrs); Center: 9,940 (replaced @ |

5500 hrs); Stbd: 10,133 hours (replaced @ 5900 hours). All hours updated 4-June 2020.

1 x Caterpillar (Emergency Gen) C2.2, 28kW @ 1500 rpm turbocharged and after cooled 4 cylinder diesel engine

coupled to a Leroy Somer alternator.

Emergency Gen: 96 hours (4-Jun 2020)

Electricity:

Onboard A.C. power is 380V, 50 Hertz with the following additional voltages:

220V single phase 50Hz, 24V AC/DC emergency and electronics.

Shore

Power:

By transformer, 50/60 Hz, 125kVA,

3x380-415V and 3x380V.

Batteries:

For main engine and generator starting, emergency lighting, Electronics, 24 Volt

service circuit. Batteries are charged via Mastervolt battery chargers.

UPS:

For essential electronics and AV systems.

Air Conditioning:

System by Condaria using DWM Copeland compressors. The system uses circulated chilled water and fan units with redundancy throughout the system. Distribution of chilled air in living areas via insulated ducts. Interior air exchange using extraction fans and fresh air make up units supplying external fresh air charge. Humidity is controlled using steam humidifiers. 11,000 hours each compressor.

Refrigeration:

2000L of galley fridge/freezer space plus an additional 1000L freezer

in the main mast base area. 470L of crew fridge space and a refrigerated

garbage locker in the forepeak.

Water Makers:

2 x IDROMAR IDM12 Duplex. 600L/Hour each for a total of 28,800 L/day. 3,500 hours each water maker.

Hot Water Heaters:

2 x 400L stainless steel electric boilers of 2 x 11 Kw on a ring main with two separate hot water circulating pumps.

Bilge Water

Treatment:

DVZ 250 FSU - 'Oil Chief' treats bilge water at rate of 250 L/Hr and discharges contaminants to the sludge tank.

Toilets:

Eleven (11) Jet toilets connected to vacuum system. All guest toilets fitted with additional bidet

| | |
|------------------------|--|
| Waste Water Treatment: | HAMANN AG sewage treatment plant, 1m3. Meets the effluent standards as provided for in resolution MEPC.2 (VI) Alfa Laval MAB 103B-24 centrifuge separator plus Racor Fuel Filters with vacuum gauges and water detectors on all engines and generators. Alfa Laval 10,000 hours. |
| Fuel Treatment: | |
| Dive Compressor: | Bauer Capitano 140E with storage in the lazarette for 6 dive bottle 1. Centerboard 2. Shell Door 3. Aft Lazarette Hatch 4. Side Boarding Ladder 5. Main and Mizzen Furling/Reefing (Perini Navi) 6. Passarelle 7. Foredeck Tender Hatches 8. Aft Swim Platform 9. Salon Entry Doors 10. Steering |
| Hydraulics: | |
| General Equipment: | 2 x high powered remote controlled flood lights on mizzen and main mast spreaders; control from the bridge helm. Seastema Monitoring system with graphical user interface: 427 inputs are monitored by multiple ABB PLC's. Kahlenberg Model D-2 Horn. 132dB Intercom throughout yacht using PABX system Large fold out transom/beach/staircase for easy and safe access to the water. Crew call system to crew mess with three stations throughout and on deck. Passarelle for stern boarding, hydraulically telescoping for storage in the aft-peak. Side boarding ladder hydraulically storing mid-ships to starboard under the side deck for side-to-side or at-anchor boarding. NOTE: Self-leveling steps and a shower at the base. Flybridge sun awning Swimming platform (hull shell door) on the port side aft with access to the aft-peak. This platform when deployed has a shower for guests and a tender fueling (diesel) hose and pump, plus hand rails and a swim ladder. Garbage locker: Forepeak accessed via deck locker forward of anchor winches 2 Umbrellas and 5 sunbeds |

General Servicing and Engineering Work

All service work on Melek is recorded in the onboard planned maintenance system. The purpose of keeping a planned maintenance system is to minimize breakdowns and extend the service life of components, which in turn reduces operating costs. Furthermore, keeping a detailed record of works carried out is useful for Class and Flag surveys.

The majority of planned maintenance onboard Melek is based on calendar intervals, in that most tasks are carried out on a weekly or monthly basis. These intervals have been established based on the historical data collected. Some work, such as the servicing of engines, is carried out based on the running hours of the machinery.

Notable Servicing Undertaken Winter 2019/2020

- Significant 6000HR Main Engine service work completed
- A4 Level service of Main Engine Gearboxes (ZF 3350NR)
- Black and Grey vacuum pumps overhauled
- All Sewage Treatment pumps overhauled
- Emergency Generator exhaust valve replaced
- Both Air Compressors serviced

Accommodations

MELEK has accommodations aft for owners and guests in five (5) cabins all with ensuite toilet facilities. Her total compliment of owners and guests can be ten (10) to eleven (11) depending upon whether the Pullman bunk in the forward guest cabin is used. MELEK sleeps up to Eleven (11) crew in five (5) cabins with five (5) heads. Perini Navi has done a fantastic job in space planning and use of space. The service areas make excellent use of space and make sometime difficult service jobs seem easy. Starting on the sun deck/ Flybridge there are twin steering consoles forward to port and starboard with full sail handling controls, as well as navigational screens that are interchangeable along with communications. On deck, lounges are aft and just forward of the mizzen mast. All the way aft is a large cushioned sun lounge area with a very large Jacuzzi just aft of the mizzen mast. The crew can go below directly from the sundeck steering console to the bridge. Owner and guests access the aft deck or main salon via an aft stairway to Port. From the raised deck aft of the cockpit to port is a hydraulic deck access to the lazarette. This area also has a double crew cabin with a complete head and shower. Main access to the engine room is via a watertight door in the lazarette. The engine room emergency access is on the port side of the main deck. To port is the hull shell door which folds out hydraulically to make a 2 m wide swim platform complete with handrails, a swim ladder and a permanent hot and cold water shower at the entrance. This access is typically the primary access to the yacht when at anchor with the starboard mid-ships hydraulic gangway being the alternative access providing flexibility in that one access is mid-ship to starboard and the other is aft to port. The aft cockpit features a large dining table aft for up to twelve and generous serving space. The seating area forward of this is arranged for casual lounging, entertaining and oriented toward a 55" Wide Screen TV. Both this screen and the one in the cockpit are tastefully hidden when not in use. To

starboard forward from the salon is a private dining salon with seating for up to 12 around a table. Can be enlarged with additional leaf. Crew quarters are forward and below with the galley in the after portion of the crew area to port and the crew dinette to starboard. Owner and guest areas are aft via a water tight door making crew servicing of these areas most efficient thanks to the Perini aft engine room. The extra refrigeration is one level below accessed via a stairway between the galley and the guest area. The laundry is athwartship and forward of the crew cabins. The five (5) cabins aft in the owner/guest area are diverse in their configurations to provide infinite flexibility. The forward two cabins have twin beds and a double bed as well as a Pullman. The next two cabins aft have queen size beds and generous bathrooms. The guest cabins comprise of one (1) full beam master stateroom and four (4) guest cabins. These guest cabins are split into three (3) double bedrooms with their marble floored ensuite bathrooms and one (1) twin bedroom with an extra Pullman as well as a custom built baby cot that can easily be removed anytime.

Galley

Galley Equipment: •Commercial grade Angelo Po stove top with six burners, grill and under mounted convection oven and steam oven •Variable speed exhaust hood •Commercial grade counter tops with 2 large sinks, waste disposal with overhead tap and wand •Microwave •Miele Professional Dishwasher, model G7856 Service Pantry Equipment: •Miele Refrigerator (under counter) •Hoshizaki Ice Maker •Sink

Laundry Room

Laundry Equipment: •2 x Miele Industrial Grade 5 kg/11 lb. Stainless Steel Washer •2 x Miele Industrial Grade 6 kg/13 lb. Stainless Steel Dryer

Crew Mess

Crew Mess: •Sink with garbage disposal •TV and Audio Equipment connected to Kaleidescape and Satellite TV •Under counter refrigerator •CCTV monitor •Microwave •Counter top appliances •Miele professional dishwasher, model G7856 •Printer •Jura Coffee Machine •B&G H3000 Wind7Depth/Speed monitors •Furuno VHF Radio Telephone

Pilothouse

Wheelhouse: • AIS connected to a SAAB R4 Navigation System Display unit • Rolls Royce throttles connected to propeller pitch indicators • GPS connected to SAAB R4 Navigation System Display Unit • Delta systems two way intercom system for emergency procedures, connected to essential station around the vessel • Furuno VHF Radio Telephone, type HS-2721 • ABB graphical user interface displaying main engine details • Sperry Marine NaviPilot 4000 Autopilot • Navigation horn automatic signal control • Gallinea window wiper control • Crestron touch

screen controller to select outputs to each of 5 available Hatteland 19" flat screen multi-function displays • Sperry Marine Naviknot 5001 Speed Log • Sailor VHF DSC type RT5022 • Digital weather station (temp, baro, R.H) • Panasonic CCTV controller, type WV-CU360CJ • B&G H3000 Wind/Depth/Speed monitors (x3) • B&G Dial Indicators for depth, AWA, AWS, Magnified AWA and Boat speed • Keel control and position indicator • Northrup Grupman magnetic compass • Gyro Compass • Watch Keeper system • Depth sounder ELAC LAZ 5100 • ECDIS • Radar x 2 • Seastema graphical user interface for control and monitoring of all vessel parameters • Sailor Mini GMDSS System TT-3000E

Fly Bridge

Fly Bridge: 2 Hatteland Multifunctional displays 2 Bridge wing Rolls Royce Throttle stations 2 Sperry Marine Navipilot Sperry Marine Gyro Compass 5 B&G Hercules 2000 Multifunctional Display Analogue B&G LOG, Wind, Magnified Wind and Depth Gauges Furuno VHF Radio Telephone

Entertainment Equipment

Entertainment System Melek's Entertainment System utilizes AppleTV's in all zones to stream music and movies from the internet, iPhones/iPad or a central harddrive using 10 wireless routers to provide complete WiFi coverage. • iPads are used for remotes to control all media devices throughout the vessel. • SAT TV is available using SkyTV • Kerio bandwidth management hardware installed to manage data consumption, allowing better allocation of data for guest use.

Main Salon • 55" Samsung UE55HU7500TXXU 3D LED HDTV w/internet (purchased 2012) • Denon AVRX6200 Receiver • Denon DVD/Blu Ray player • AppleTV • iPod dock • Sky HD & Digiturk SAT TV boxes • Bang & Olufsen speakers, 7.1 system **Cockpit** • 55" Samsung UHD TV • Denon AVRX6200 Receiver • Denon DVD/Blu Ray Player • AppleTV • iPod Dock • Sky HD & Digiturk SAT TV boxes • 6 x Sonance waterproof in ceiling speakers **Master Cabin** • 55" Samsung UHD TV • Denon AVRX6200 receiver • Denon DVD/Blu Ray player • iPod dock • Sky HD & Digiturk SAT TV boxes • 5.1 Speaker system • 2.0 Speaker system in the bathroom **Guest Cabins (x4)** • Samsung 40" UHD TV • Denon DVD/Blu Ray Player • iPod Dock • Crestron wall mounted touch control screen • Denon AVRX2300 Receiver **FlyBridge** • 6x Sonance waterproof speakers • iPod dock and plug **Crew Mess** • Samsung 40" UHD TV • Panasonic 19" CCTV • Denon DVD Home Entertainment System • 4 x B&W Speakers • 1 x Denon Subwoofer • iPod dock • Crestron in wall control panel

Tenders

2 x 21' (6.4m) Castoldi jet tender with 238 Hp Yanmar diesel engines Tender diesel fueling station at the hull door aft

Deck Equipment

Anchoring: 2 x Vertical Stainless Steel Winches with anchor chain Wildcats (electric) 75 Kg Alloy spare Fortress Anchor in the aft peak 2 x 500kg anchors of class with 192 m of 24mm chain (7 shackles each side) 2 x additional line handling winches aft by Harken 2 x Main and Mizzen service winches by Antal

Rigging

Five (5) spreader aluminum main mast by Perini Navi Four (4) spreader aluminum mizzen mast by Perini Navi Running Rigging: Spectra and Polyester Mast Heights: Main 190' (58m); Mizzen 141' (43m) In-Boom Furling main sail and mizzen in carbon fiber booms by Perini Navi Note: Furling/Reefing is a hydraulic function with separate powerpacks Standing Rigging: Stainless Steel Rod Rig removed with complete overhaul and paint job done in February 2019.

Sail Inventory

Sails By NorthSails Headsails are Fore-staysail and Genoa One brand new MPS (only used once for sea trials) and then kept in storage Sail control is via Perini Navi Captive Winch (electric) System Mainsail and Mizzen are fully battened for maximum area and sail shape Headsail furling is via Perini Navi furlers (electric) Sail Monitoring System: Perini Navi **Sail Handling:** The sail plan's control systems is based on nine (9) electronically controlled electric captive reel winches, custom- designed by Perini Navi.

Safety & Fire Protection

Complies with ABS and MCA with both a fixed system and appropriate fire extinguishers throughout. The fixed system is FM200 for engine room, the vessel has a hydrant system throughout and an interior sprinkler system. 2 x Sailor 406 II Mhz GPIRB Intrusion alarm 1 x Sailor 9 Ghz Portable GMDSS S.A.R.T.

Remarks

MELEK is a development of the new breed of Perini performance cruisers with hull lines by Ron Holland and built in aluminium to keep down displacement and wetted surface The sail plan with fully battened main and mizzens and in-boom furling and reefing creates a much closer winded yacht, with a greater sail area and better speed. From her spacious flybridge living areas and her semi sunk cockpit, **MELEK** offers a variety of great outdoor living areas complimented by spacious paneled air conditioned interior areas. **MELEK** is an extremely quiet yacht engineered with all of her soles and non-structural bulkheads floating with an emphasis on reduction of all vibration and structural born noise. **MELEK** underwent her 5 year ABS survey in 2014. 2019: Rig

removed with complete overhaul and paint job done in February. With only one season with an ocean crossing, she has been used strictly as a "summer season" boat, and her condition reflects this light usage. Truly ready to go for a new owner, she presents immaculately.

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

Sailing



Foredeck



Flybridge Jacuzzi



Aft Cockpit Dining



Transom



Aft Cockpit



Main Salon



Master Stateroom



Master Bath



Master Bath



Aft deck



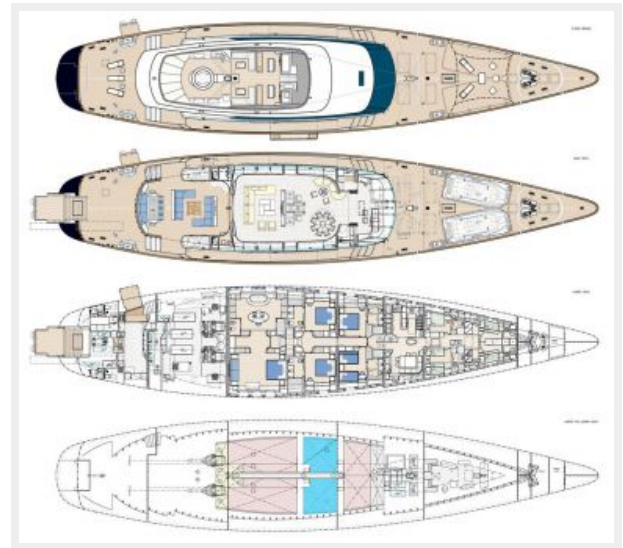
At anchor



Flybridge



General Arrangement



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: **Закрето**

Адрес



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