

# DALVINA — COUGAR HOLDINGS LIMITED / BERTHON BOAT COMPANY



**Судостроитель:**

Cougar Holdings Limited / Berthon Boat Company

**Год постройки:** 1989

**Модель:** Моторная яхта

**Цена:** ЦЕНА ЯХТЫ ПО ЗАПРОСУ

**Местонахождение:** United Kingdom

**Длина общая:** 79' 11" (24.36m)

**Ширина:** 21' 0" (6.40m)

**Мин. осадка:** 6' 0" (1.83m)

**Крейс. скорость:** 16 Kts. (18 MPH)

**Макс. скорость:** 21 Kts. (24 MPH)

Купить DALVINA — Cougar Holdings Limited / Berthon Boat Company 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 DALVINA — Cougar Holdings Limited / Berthon Boat Company 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

## Основная информация

Тип судна: Моторная яхта

Подкатегория: Semi-Displacement

Модельный год: 1989

Год постройки: 1989

Страна: United Kingdom

## Размеры

Длина общая: 79' 11" (24.36m)

Длина по ватерлинии: 69' 9" (21.26m)

Ширина: 21' 0" (6.40m)

Мин. осадка: 6' 0" (1.83m)

## Скорость, вместимость и масса

Крейс. скорость: 16 Kts. (18 MPH)

Макс. скорость: 21 Kts. (24 MPH)

Водоизмещение: 156528.20602 Pounds

## Размещение

Всего кают: 6

Всего коек: 11

Всего ком. состава: 6

## Корпус и палуба

Материал корпуса: Aluminum

Материал палубы: Teak

Комплектация корпуса: Semi-Displacement

Дизайнер корпуса: Laurent Giles

## Информация о двигателе

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**Двигатели:** 2

**Производитель:** MTU

**Модель:** 8V 396 TB93

**Тип двигателя:** Inboard

**Тип топлива:** Diesel

# ПОДРОБНОЕ ОПИСАНИЕ

## Construction

*RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) as she was built and placed into use within the EU prior to 1998.*

- Current Part 1 British Registration – Name possibly to be retained

### *Hull, Deck & Superstructure Construction:*

- Marine Grade 1 5083 aluminium alloy hull, deck and superstructure built to Lloyds Register Hull Construction Certification ( H.C.C. )
- Plating thicknesses: Bulwarks – 5mm / Knuckle – 6mm / Bottom – 8mm
- Bonded teak-laid decks to all exterior areas – foredeck teak laid onto ply sub-deck
- Round-bilged semi-displacement hull form with spray rail and knuckle, completely fair
- Massive girdered topside and bottom longitudinals with transverse web frames
- Watertight alloy bulkheads at forward end of accommodation and fore and aft ends of engine room
- Accommodation cabin soles are “floating” - isolated from hull and topsides skin on dampers
- Hull painted to topsides in Alexseal dark blue paint ( 2014/15 ), upper bulwarks and superstructure painted in ivory Awlgrip

## Broker's Comments

“DALVINA” is in every aspect a very special motor-yacht. She is utterly unique, and the result of many evenings stretched over a billiard table with a pencil and rule. Still in the hands of her original Owner, she has been constantly attended to, and has graced the South Coast since her launch on February 1989. Whilst affording the utmost comfort, she is also required to perform; and her fair semi-displacement hull is twinned with her MTU 8V diesels to propel her to 21 knots when called for.

She has benefitted enormously from having the same full-time Skipper for the whole of her life, who knows her every inch. She has been conscientiously maintained to sympathetically

preserve her original charm. We note that her main engines were last serviced in June 2015, and her blue hull and topsides paint was new for the 2015 season.

She was cutting-edge in many aspects – with “floating” floors in her accommodation to attenuate vibration and noise, twin boat deck cranes harmonized to their mountings, and balsa-coring used in sandwich to save on weight in her joinery wherever possible.

She will continue to turn heads wherever she drops anchor, and she is a credit to both her Owner and Skipper who have kept her lovingly.

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## Owner's Comments

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*“It was in 1984/5 when my wife and I decided that we would like to acquire a slightly bigger motor yacht. Having done a bit of research as to what was available on the market, we felt that maybe the appropriate thing to do was to build a new vessel from scratch. Through the good offices of David May, we were introduced to Stephen Wallis of Laurent Giles, who set about the design work. The plan was to build a “silent” motor yacht with lots of insulation and sufficient battery capacity so that when anchored or on a mooring, it was not necessary to run the generators for much of the time.*

*In May 1987, a contract was signed with the Berthon Boat Company to build the yacht. She was launched in February 1989 before being commissioned at the end of May of that year. The first summer was spent sorting out the various teething problems and thereafter Dalvina has been in continuous use, especially during the summer months each year.*

*Her main cruising grounds have been the South coast of England and the North coast of France, where we have visited most of the ports and harbours. We have also had cruises down to the West coast of Brittany, the South coast of Ireland and the North West coast of Scotland. Given that Dalvina was designed with most systems either in duplicate or triplicate, we have always achieved our cruising plans, without any holdups, and many happy times have been had with members of our family and friends on board.”*

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## Machinery

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### *Engine & Gearboxes:*

- 2 x MTU 8V 396 TB93 turbo-charged diesel engines, rated at 1305 metric HP apiece at maximum power

- ZF BW255 reverse reduction gearboxes, with trolling valves for low-speed operation at both helms
- Flexball single lever throttle/gear controls, with MTU instrumentation to include engine RPM, engine oil temperature, engine oil pressure, gearbox oil pressure, gearbox oil temperature, turbo pressure, water temperature and exhaust temperature with, audio and visual alarms at wheelhouse
- Flybridge console with engine RPM and turbo pressure instruments with audio and visual alarms for remaining engine functions, generators and electrical systems
- Engine controls have manual over-ride at engine room with stops at all main stations
- Wing control stations to each fore breakwater rail with thruster, rudder joystick and engine forward/neutral astern gear selection at idle

#### *Maintenance & Performance:*

- Engine hours – 1825 as of August 2015
- Engine last serviced: June 2015
- Cruising speed – approximately 16 knots
- Maximum speed – approximately 21 knots
- Fuel consumption at cruising speed – 3-3.5 gallons per mile, per engine
- Range @ cruising speed – approx. 650 Nm

#### *Propulsion & Steering:*

- Manganese bronze counter-rotating 4-bladed LIPS propellers of 930mm diameter
- 3" Monel K-500 propellor shafts, running aft through water-lubricated bearings and deep sea seals, to propellers via water-lubricated bearings housed in alloy "A" bracket
- Hydraulic pumps fitted to both engines for power steering
- Power-assisted Hypro Marine PS2500/05/212 dual-station dual-pump dual-ram hydraulic steering
- Richfield retractable hydraulic bowthruster
- Remote greasers for rudder tubes in aft cabin



- Emergency manual steering in aft cabin starboard cabinetry
- “Spurs” cutters to each shaft

#### *Other Mechanical Equipment:*

- Hydraulic Koop Nautic mechanically-driven moving weight stabilizer ( mounted in enclosure on after engine room bulkhead ) with controls at wheelhouse
- Hydraulic pumps for bowthruster and anchor windlass run from a PTO shaft ( from port engine to windlass, starboard engine to bowthruster ) and via a flexible drive to a lay shaft with electro-magnetic clutch

## **Electrical Systems**

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#### *Voltage Systems:*

- 24DC domestic system with 220V ring main from generators and/or shorepower
- 12V ring main with outlets: 2 to wheelhouse, 1 to saloon, 2 to day cabin and 2 to Owners cabin

#### *Battery Banks:*

- Clean batteries: 640 Ah
- Machinery batteries: 800Ah
- Engine start batteries ( 8 x Red Top ) ( 2015 )
- Generator starting batteries ( switchable to also start stabiliser power pack ) ( 4 x Blue Top ) ( 2015 )

#### *Battery Chargers:*

- 24V / 50Ah engine starting battery charger
- 2 x 24V / 80Ah battery chargers to Clean and Machinery
- Versatile charger for both above and engine start
- 24V 80Ah generator starting battery charger – port or starboard start

*Alternators:*

- 120Ah charging alternators to each main engine – Port for Clean, Starboard for Machinery
- MTU engine system alternators fitted on each main engine

*Generators:*

- Two matched 17kW MDVA G&M generators, running off 3-cylinder Volvo diesel engines
- Generator hours – approx 1117 as of September 2015
- Generators last serviced: June 2015
- NOTE: whilst serviceable, both units are original and will be due for replacement

*Shore Power:*

- Four switchable shore power inlets ( two port, two starboard ) with two sets 32A supply cables

*Other Electrical:*

- 3kW inverter – Victron Phoenix 24V
- Separate stand-alone inverter in engine room for powered tools
- All wiring in marine grade EPR sheathed multi-stand tinned copper

## **Plumbing Systems**

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*Fresh Water & Water Heating System:*

- Pressurized hot and cold water system to all services, including aft deck shower, cold water deckwashes and wheelhouse screenwashes
- Two Aqua Major 24V fresh water pumps ( both new 2015 )
- Heating via Webasto hydronic diesel-fired system and 2 x 3kW immersion elements

### *Watermaker:*

- Seafresh H20 8A reverse osmosis watermaker delivering 25gph of water via 240V AC
- NOTE: Currently out of commission

### *Bilge Pumps:*

- Arranged in 4 pumped compartments: Aft accommodation, engine room, forward accommodation and chain locker
- High capacity AC bilge pump in engine room with switchable manifold
- Emergency bilge pump fitted to port main engine
- 3 manual Whale Gusher Titan 25 gpm bilge pumps throughout accommodation
- Bilge level high/low gauges and alarms at wheelhouse and flybridge consoles

### *Grey & Black Water:*

- All shower, bath and sink outlets run to grey water tanks
- Galley sink fitted with Tweeny waste disposal – also discharges to sea and can divert to holding tank
- Four 240V AC pumps to forward and aft tanks respectively ( 2 for grey water, 2 for black water )
- Black water tanks fore and aft, with discharge to sea, or diverter to dock discharge

## **Tankage**

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### *Fuel:*

- 10 tonnes of fuel in two aft tanks ( 450 gallons each ), central service tank ( 580 gallons ) aft of engine room, engine room tank ( 425 gallons ) underneath batteries and large forward tank ( 820 gallons )
- Fuel is pumped to service tank from all selected tanks via two electric fuel pumps ( 1 x 24V or 1 x 240AC pump ) then flows to filters
- Emergency manual fuel transfer pump in engine room

- Churchill level sensors to each tank – displays at wheelhouse and engine room
- Duplex Racor filtration with water separators
- Fillers port and starboard
- Lube oil tank in engine room with volume enough for one engine and one generator oil change

#### *Fresh water:*

- 2 metric tonnes of freshwater
- 2 lined freshwater tanks under forward accommodation
- Churchill level sensors to each tank – displays at wheelhouse
- 2 hot water tanks of 21 gallons apiece in engine room

#### *Grey/Blackwater holding tanks:*

- Grey water tanks: one fore and one aft
- Black water tanks: one fore and one aft
- All tank pumps have changeover manifold so that either pump or both pumps may discharge either tank if required

## **Navigation Equipment**

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#### *At outside helm:*

- B&G HS 921 digital display ( menu for navigational data )
- B&G analogue Boat Speed, Depth and Compass instruments

#### *At lower helm:*

- Sestrel steering compass
- Furuno digital radar
- Furuno semi-commercial radar ( 48 Mile range with open array )

- Furuno GP500 GPS Navigator
- Furuno GP150 GPS Navigator
- Raymarine E120 multifunction display ( with GP28P+ Platinum+ card )
- AIS transmitter/receiver
- 2 x B&G HS 921 digital display ( menu for navigational data )
- B&G analogue Wind Speed, Wind Direction, Boat Speed, Depth and Compass instruments
- Robertson AP45 autopilot with Robertson S9 joystick control

#### *Communications Equipment:*

- Simrad RS87 DSC VHF to flybridge helm
- Raytheon Ray-410 loudhailer to flybridge helm
- Simrad RS87 DSC VHF to lower helm
- Raytheon Ray-410 loudhailer to lower helm
- Thrane & Thrane satphone to lower helm
- Skanti 400W SSB radio set to lower helm
- Icom IC-M56 VHF to lower helm
- Ships cabin / bridge intercom system – handsets to all cabins and both bridges

## **Domestic Equipment**

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#### *Galley:*

- Neff microwave ( non-inverted )
- Neff 2-burner gas hob – with powered overhead extractor ( also to ceramic hob )
- Neff 4 zone electric ceramic hob
- Neff electric double oven ( one with fan )
- Tweeny waste disposal
- Stainless steel refrigerator with 24V compressor

- Twin basin stainless steel sink with hot and cold mixed taps
- Inverted socket and six 240V power sockets
- Manual foot pump for galley freshwater
- ( Freezer beneath lower corridor floor aft of forward cabin )

#### *Heads/Showers:*

- 5 pneumatic heads with freshwater flush ( day heads on saloon deck, both twin cabins, master and study heads )
- One manual head ( Baby Blake to forward cabin – discharge to holding tank, or switchable to overboard )
- 4 ensuite shower compartments ( forward triple, both guest twins and aft master suite )
- Six basins throughout heads

#### *Heating & Ventilation:*

- Webasto hot-water circulating radiators ( 35 in total ) throughout running off Webasto DBW 2040 24V DC circulation pump ( 160,000 BTU capacity ) with individual thermostatic valves to convector radiators
- Hunter Genova lagged and insulated distribution system
- Cruisair circulating chilled water air-conditioning system, all compressors and associated equipment housed in engine room, with independent controls to each cabin (NOTE: currently de-commissioned )
- Five pneumatically opening windows ( four to saloon one to galley ) – system serviced 2014
- Hot water demisting to forward wheelhouse screens
- Four 240V dehumidifiers ( drained to greywater tanks )
- Engine room powered ventilation ( inlet fans to turbo charger intakes from weather deck vents, to outlet fans ( 2010 ) in forward engine room ) – automatic timing with manual over-ride
- Powered 24V ventilation to all WC/shower compartments – outlet to dorade boxes
- Dorade ventilation boxes to superstructure

*Entertainment:*

- Alpine CDE-120RM CD receivers to all cabins save laundry
- Pioneer CDX-2 CD player and Pioneer KEX-900 EQ Deck for saloon A/V

*Lighting:*

- 24V double-switched ( 2 bulb ) lighting throughout

## Accommodation

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*Note: Owner's personal contents throughout vessel:*

- All Owner's personal effects ( including paintings, books, loose items, glassware, china, cutlery and linen, etc.) will be removed at sale

*Summary of Accommodation:*

- Eleven berths in six cabins
- Triple cabin forward, crew mess/laundry with single berth, two twin cabins midships, Owner's aft full-beam stateroom with double berth from separate entrance aft in saloon, and Owner's Day Cabin with single berth abaft of engine room to port
- Interior joinery in teak veneer to best standard, with balsa-cored panels and laminated marine grade plywoods to save weight wherever possible
- Voids filled with Rockwool insulation wherever possible
- Deck headlinings in light fabric panels and battened up with timber strips
- Corian to heads compartment tops
- "Floating" cabin soles in balsa-cored faced ply
- Curtains to all cabin windows and saloon, also blinds to saloon windows – deadlights to all port-lights
- Carpets with underlay fitted to all cabins soles, apart from galley ( patterned lino tiles ),

heads and wheelhouse ( polished teak-laid floor )

*Description of layout from forwards: Forward Cabin:*

- Bows cabin with central hanging locker ( access to hydraulic thruster through partition ) and lockers/drawers
- Twin low-level berths and third high level berth to port-side.
- Chain lockers accessed through cabin sole trap
- Two opening port-lights, opening deck hatch, overhead lighting and reading lights
- 2 x inverted power sockets, clock, B&G HS921 display, shaver socket, Alpine CD receiver
- Wash-stand with inset white basin, mixer taps and fittings aft of starboard berth, with door aft to heads and shower ( access also via central corridor door )

*Forward Heads:*

- Baby Blake Manual wc, mirror, soap-dish, thermostatic shower and moulded shower tray, twin towel rings, opening port-light and ventilator with marbled formica surrounds

*Port laundry/crew mess cabin:*

- Walk-in laundry with single high-level sea berth outboard to port, opening port-light, hanging locker and low level lockers, basin with taps, shaver socket, clock, B&G HS921 display, overhead lighting and reading lights
- Hotpoint drier and large shelved linen cupboard and concealed ironing board
- Access to freezer compartment through trap in the corridor sole, twin panelled doors aft on starboard to large shelved storage cupboard with manual bilge pump and fire extinguisher; access through blue-carpeted corridor sole abaft for tank inspection and also voluminous storage space

*Port Twin Guest Cabin:*

- Twin low level berths with drawers beneath, double hanging locker with shelving, twin



opening port-lights, overhead lighting and reading lights, two inverted power sockets, regular sockets, shaver socket clock, B&G HS921 display, nightstand with drawers beneath, access door to corridor and forward to ensuite heads/shower

*Port Twin Guest Cabin Ensuite:*

- Microphor wooden-seated pneumatic-flush freshwater wc, inset white enameled basin with taps, mirror, thermostatic shower in walk-in cubicle and moulded shower tray, twin towel rings, soap-dish, opening port-light and ventilator with marbled formica surrounds

*Starboard Twin Guest Cabin:*

- Twin low level berths with drawers beneath, double hanging locker with shelving, twin opening port-lights, overhead lighting and reading lights, two inverted power sockets, regular sockets, shaver socket, clock, B&G HS921 display, nightstand with drawers beneath, access door to corridor and forward to ensuite heads/shower

*Starboard Twin Guest Cabin Ensuite:*

- Microphor wooden-seated pneumatic-flush freshwater wc, inset white enameled basin with taps, mirror, thermostatic shower in walk-in cubicle and moulded shower tray, twin towel rings, soap-dish, opening port-light and ventilator, with marbled formica surrounds

Carpeted stairs up aft to saloon deck with solid handrail to port with gold-plated fixings, rail curves through 180 degrees to then lead forward to wheelhouse door

*Saloon Deck Heads:*

- Aft of wheelhouse to port, Microphor wooden-seated pneumatic-flush freshwater wc, cabinet with mirrored front, towel rings, inset white enameled basin with taps
- Watertight access door to port deck, large hanging locker for oilskins and deck-wear ( double 240V power socket in locker )

*Galley:*

- Twin pantographing sliding doors on track can isolate galley area, fitted cupboards with

appliances as previously described at eye and low level, with plenty of worktop space for food preparation, pneumatic dropping window and watertight access door to starboard deck

### *Main Saloon:*

- Single level saloon stretching to aft cockpit double doors, with access forward to wheelhouse ( can be separated ), deck access doors port and starboard: through wheelhouse port/stbd, forward upper day heads to port, galley to starboard and midships saloon to starboard, with four pneumatic-opening windows
- Double shelved cupboard to port opposite galley for provisions, day head/wheel house head forward to port.
- Fitted J-shaped seating in blue Alcantara fabric to port around large custom-lacquered extendable dining table with 7 matched chairs ( 2 carvers with arms, 5 dining ), with some storage below, crystal cabinets fitted onto bulkheads around galley/desk area
- Owners desk, with bookshelves, cabinets and drawers set aft of galley bulkhead, regular sockets clock, B&G HS921 display, Simrad remote, overhead lighting and reading lights
- Loose furniture with weather straps and brass sole inserts – including two comfortable two-seater sofas, two armchairs and two side tables
- Cabinet/sideboard to port midships with triple doors – two cupboards are shelved, forward is full-height, 1 x inverted power socket
- U-shaped drinks bar aft to starboard with plentiful storage, 24V refrigerated cool-box, inset large stainless steel basin with mixer tap
- Further storage in sideboard aft to port, with spiral stair to Owners aft accommodation deck forward of this

### *Owners double aft cabin:*

- Full-beam aft cabin accessed from private stair aft in saloon, though door to port of main aft bulkhead, with fore/aft set centerline King-size double berth with storage under, with low level dressers to port and starboard with plentiful storage, double walk-in wardrobe with hanging rail and combination safe-box forward to port and dressing table to port with vanity unit, central double cupboard on forward bulkhead and dressing sofa to starboard side by sideboard, Alpine CD receiver stereo, B&G HS921 display, clock and barometer, four opening port-lights, escape hatch to aft cockpit deck, overhead lighting and reading lights, with access forward to starboard through twin doors to Owners' ensuite.

*Owners Ensuite:*

- Porcelain Toto bidet with taps, full-size white enameled bath with gold-plate taps and shower hose, soapdish, mirror-fronted medical cabinet, towel hooks, Microphor wooden-seated pneumatic-flush freshwater wc, set aft on the angle, door locks, inset white enameled basin with taps, overhead and vanity lighting, mirror, thermostatic shower in separate walk-in cubicle with moulded shower tray, teak-padded seat moulding and grating, opening port-lights and ventilator with marbled formica surrounds, shaver socket
- Forward shower cubicle bulkhead gives access through door to day cabin heads compartment

*Owners Day Cabin:*

- Large storage cupboard aft to port underneath stairs, single low-level berth ( addition to original by Camper & Nicholsons ), B&G HS921 display, clock, two opening port-lights, overhead lighting and reading lights, manual engine-room fire extinguisher activation point, book-case, desk with chair, access forward through door to watertight latched bulkhead door to engine room, access to starboard-side day cabin head through door forward of desk and sideboard, shaver socket

*Owners Day Cabin Heads Ensuite:*

- Microphor wooden-seated pneumatic-flush freshwater wc, inset white enameled basin with taps, mirror, opening port-light, overhead and vanity lighting, towel rings, soapdish

*Wheelhouse:*

- Commercially-styled upper wheelhouse with central stainless steel Destroyer steering wheel, throttles, thrusters, all engine/tank gauges and navigation areas to port and starboard, navigators double bench seat to port ( all equipment manuals in two drawers beneath ), with all AC/DC controls and stabilizer controls abaft, bookcase and communications station, guest watch sofa aft to starboard, with coffee bar.
- Deck access to port and starboard through glazed watertight doors, and access up stair with bespoke varnished handrail to flybridge deck.
- Double glazed forward wind-screens with commercial style Wynn wipers ( double to central screen ) with wash

## Deck Equipment

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### *General:*

- Walk-around decks laid in teak, side deck under covered overhangs, with aft cockpit overhang aft – with inset overhead or high bulkhead lighting
- Highly varnished teak cappings to breakwater and foredeck superstructures
- Stainless steel rails with highly varnished teak cappings to flybridge and aft cockpit perimeters
- Stainless steel ladder and grabrail with teak treads to flybridge through locking hatch
- Bench seating across aft cockpit transom with central bulwark gate
- Boat deck has port and starboard lockers forward with moulded seating to forward edges, two bench seats further forward and offset flybridge controls to port side
- Stainless steel framed venturi wind deflector with polycarbonate screens
- Large radar and navigational equipment gantry arch in white-painted aluminium

### *Chain locker:*

- Accessed through foredeck hatch via aluminium ladder, with plentiful tool, equipment, warp storage, 24V pneumatic system compressor, electric bilge pump, access to stem plating, lighting and Registration plating

### *Anchoring & Mooring Equipment:*

- Two chain lockers in 6mm alloy plate beneath forward cabin sole, with spurling pipes to foredeck, hawse pipes and stainless steel chain guards
- 300' of 9/16" short-link chain to each chain locker, each linked to 113kg stockless anchor stowed in hawse pipe (chain and anchors re-galvanised 2015)
- Two hydraulic windlasses to foredeck for chain handling
- Single central Francis Marine hydraulic warping drum
- 2 x 24V electrically-driven Francis Marine aft docking winches
- 5 sets of 18" stainless steel docking cleats
- Stainless steel fairleads with nylon-rollered side and lower protection

- Mediterranean side gangway in stainless steel and aluminium with teak treads
- 30kg aft kedge anchor
- Deckwash forward and aft
- Stern boarding platform aft in 2" stainless steel piping, with teak grating, stainless steel central access ladder with teak treads

#### *Covers, Canvas & Cushions:*

- Heavy duty blue tarpaulin cover to flybridge console
- Exterior cushions for flybridge seating in blue fabric material

#### *Tender & Outboard:*

- Two Comer 24V electrically-driven hydraulic 500kg fully-rotating lift cranes ( motors replaced 2015, and hydraulics serviced), fitted to port and starboard boat deck railings
- Avon Seasport 4.65 RIB tender with central console, double bench seat and 50HP Mercury outboard engine on removable dinghy chocks
- Avon Supersport 4.0 RIB tender with central console, double bench seat and 50HP Mercury outboard engine on removable dinghy chocks

#### *Safety Equipment:*

- Two 12-man Beaufort Seafarer Mark 4 liferafts (2009) in canisters on cradles to aft boat deck ( next service due March 2016 )
- McMurdo EPIRB to flybridge
- 4 x named lifebuoys
- Full set of navigation lights

#### *Fire-fighting equipment:*

- Manual fire extinguishers throughout accommodation
- Manually-activated engine room fire extinguisher (HALON replaced with FM-200 fire-

flooding system)

- Manual fire pump on starboard foredeck locker

## **Исключения**

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При продаже яхты исключаются личные вещи владельца.

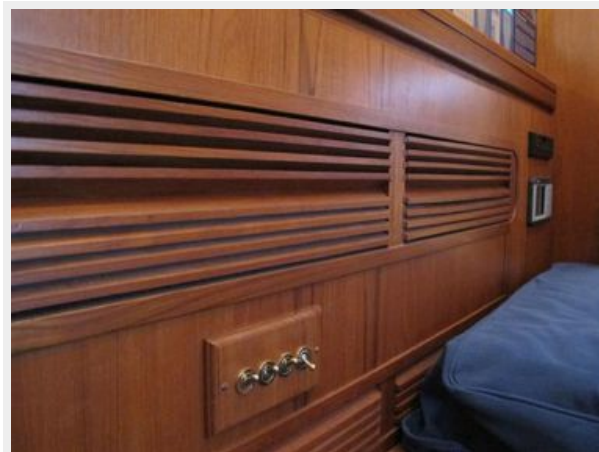
## **Отказ от ответственности**

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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





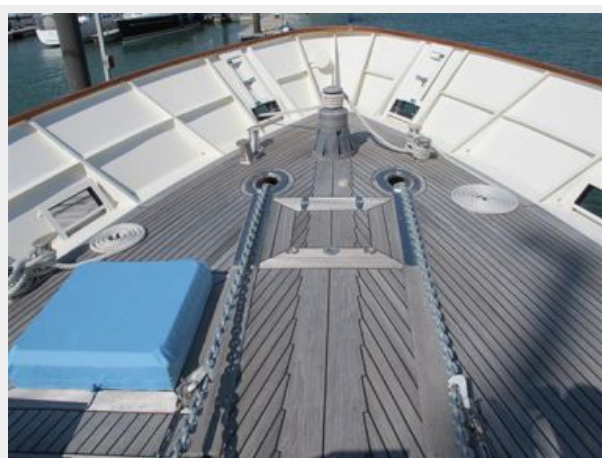




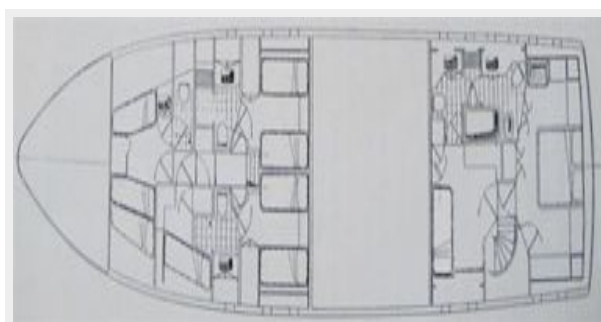
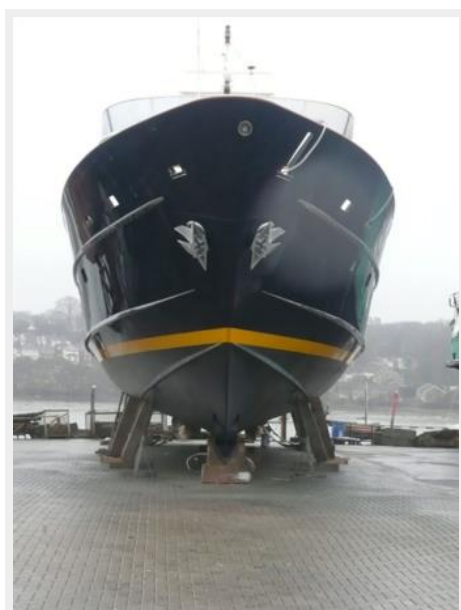


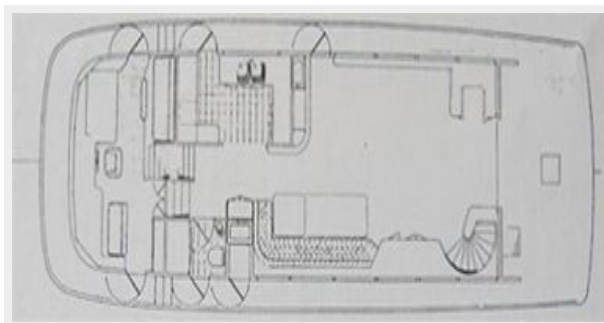














# КОНТАКТЫ

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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

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## Время работы

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

Воскресенье: **Закрито**

## Адрес

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