

## NIMROD — MARTEN YACHTS



**Судостроитель:** MARTEN YACHTS

**Год постройки:** 2001

**Модель:** Крейсерская яхта

**Цена:** **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

**Местонахождение:** Монако

**Длина общая:** 81' 1" (24.71m)

**Ширина:** 20' 5" (6.22m)

**Мин. осадка:** 12' 8" (3.86m)

**Крейс. скорость:** 9 Kts. (10 MPH)

**Макс. скорость:** 11 Kts. (13 MPH)

Купить **NIMROD — MARTEN YACHTS** 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 **NIMROD — MARTEN YACHTS** 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

Epic Judel/Vrolijk from Marten in 2001, with a nautical makeover in Blighty of gargantuan proportions, she has been zero houred. Looks amazing.

## Основная информация

**Тип судна:** Крейсерская яхта

**Подкатегория:** Center Cockpit

**Модельный год:** 2001

**Год постройки:** 2001

**Страна:** Monaco

## Размеры

**Длина общая:** 81' 1" (24.71m)

**Длина по ватерлинии:** 68' 8" (20.93m)

**Ширина:** 20' 5" (6.22m)

**Мин. осадка:** 12' 8" (3.86m)

## Скорость, вместимость и масса

**Крейс. скорость:** 9 Kts. (10 MPH)

**Макс. скорость:** 11 Kts. (13 MPH)

**Водоизмещение:** 99208.0179 Pounds

**Вместимость воды:** 660.43013 Gallons

**Объем топливного бака:** 660.43013  
Gallons

## Размещение

**Всего кают:** 4

**Всего коек:** 8

**Всего ком. состава:** 4

## Корпус и палуба

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**Материал корпуса:** Composite

**Материал палубы:** Teak

**Дизайнер корпуса:** Judel/Vrolijk

## Информация о двигателе

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**Двигатели:** 1

**Производитель:** Luggerr

**Модель:** 06108 6-Cyl.

**Тип двигателя:** Inboard

**Тип топлива:** Diesel

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# ПОДРОБНОЕ ОПИСАНИЕ

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## Broker's Comments

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When the designers of 'NIMROD' were approached by her original owner, he required a high sailing performance cruising yacht - with the best possible sailing speeds under a wide range of conditions - with a focus on light air performance. The hull lines were also designed for easy motion at sea by integrating a fine entry bow to prevent unnecessary motion. The NIMROD transom is powerful and wide without being excessive which keeps the boat well balanced under all sailing conditions. The hull lines are modern without going to extremes so the yacht has a traditional 'yacht' feel to her. Her deck layout was designed for easy handling for a small cruising crew and the main winches are all mounted within reach of the helmsman.

NIMROD has a hull, deck and super-structure constructed from modern performance composite materials. Her Divinycell foam core has been skinned with E glass Kevlar and carbon fibres for maximum impact resistance and stiffness. She also boasts the extra feature of watertight bulkheads which have been positioned at both the bow and her stern for extra safety and strength, which in turn make her well suited to charter duties.

In her second ownership, she underwent a serious nautical makeover at HYS in the UK. All her systems were either replaced or rebuilt as you can see from the list below. She is now in very full cruising trim and is ready for world cruising. She offers space, volume and rewarding sailing. She has been zero houred and will offer her new owners total reliability and much enjoyment.

## Owner's Comments

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Our search for a comfortable blue water cruising yacht ended when we saw NIMROD lying ashore in the UK, looking frankly rather sorry for herself, but nonetheless with the family interior layout that we wanted and full of potential. We wanted powerful sailing which was fun, with 3 good cabins and quarters for crew. We had no intention of chartering and we appreciated the space and comfort below stars, coupled with the easy deck layout and excellent cockpit area. She is also a very handsome yacht.

A survey revealed that the structure of the yacht was excellent but that her systems were old and tired and down below she needed a lot.

A major refit followed at HYS in the UK, where both these lacks were thoroughly addressed at a

cost of around £1m. Our new NIMROD completed, we sailed her to her new home port in Monaco. Since that initial passage we have sailed around 30,000 nautical miles aboard her both in the Mediterranean and also back to the Irish coast twice. She has been a superb family cruising yacht, a wonderful platform from which to entertain friends and perfect as a committee yacht for various international regattas in which we have been involved including the Dragon Gold Cup.

We have always had a full time crew onboard and we have continued to maintain her to the highest standards. She is maintained to MCA Category 2, not to charter, but because we believe that this is a seaman like standard, and we like to sail far. You will see from the attached particulars that the renewals and improvements have continued throughout our ownership of the yacht.

NIMROD is a much loved part of the family and we will be very sorry to see her pass into new hands. However, we have sadly concluded that we lack the endurance that NIMROD has in abundance for long passages at sea, so she will be replaced by a motor yacht for less ambitious local cruising.

Included in the sale are a full set of charts for the Caribbean cruise that we planned and which we will now have to leave for her new owner to undertake.

## Refit Work

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- Extensive repairs to the teak deck and new teak capping.
- Internal joinery french polished and new Alcantara upholstery.
- Full out of yacht mast service.
- New running rigging, lines and sails.
- New engine room - engine rebuild, new generator, new water maker and new pumps.
- Extensive electric re-wiring to bring up to modern standard.
- New hydraulic system and all appliances serviced.
- New Mastervolt AC and DC system including batteries.
- New extensive Raymarine navigation equipment and Thrane & Thrane satellite comms.
- New deck hatches.
- New Bezsoni passerelle.
- New LED navigation lights.
- New 150 m anchor chain.
- New lifelines.
- New galley appliances and refrigeration installation.
- New entertainment system (TVs, CD Players and Satellite Receiver)

- New upgraded air conditioning.
- New Ocean Safety safety equipment
- New category A Medaire medical kit including defibrillator and oxygen.
- New Zodiac tender and Honda outboard.
- Extensive on board and ashore spares ready to go round the world.

Professionally maintained and renewed as required since 2012 including MCA CAT2 (MECAL). Limited seal miles and pristine condition.

## Summary

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NIMROD has a hull, deck and super-structure constructed from modern performance composite materials. Her Divinycell foam core has been skinned with E glass Kevlar and carbon fibres for maximum impact resistance and stiffness. She also boasts the extra feature of watertight bulkheads which have been positioned at both the bow and her stern for extra safety and strength, which in turn make her well suited to charter duties.

- Successfully conceived as a fast cruising yacht able to be sailed by a crew of two. Her accommodation provides luxury for 6 guests in 3 en-suite staterooms.
- Built to the most exacting standards by Marten Yachts, New Zealand in 2000 using carbon Kevlar composites. She was launched in 2001. Marten Yachts are regarded as one of, if not the leading manufacturer working in these materials.
- Extensively refitted over 9 months by Hamble Yacht Services (UK) and re-launched as a new yacht in early 2012. Professionally maintained since re-launch by meticulous owner. She remains today in a “new” condition.
- Interior design by Peter Sym and fit-out supervised by Nick Scantlebury. Soft furnishings updated in 2012.
- Category A Medaire Medical Kit including oxygen and defibrillator.
- Comprehensive onboard and onshore spares. On-board spares enable long periods of independent cruising as all system critical spares are carried.
- Maintained to MCA Category 2.
- Complete with 300 page “manual” written by current owner to ensure ease of running and maintenance by any crew.
- Current IRC certificate and wind polars by Judel Vrolijk for occasional leisurely racing.



## Construction

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The structural design has been carried out in such a manner that it complies with both the spirit and intent of Germanischer Lloyds and the in-house experience and capabilities of High Modulus NZ to produce a sound, reliable structure.

### *Hull and Deck Construction:*

- The hull is built on a male mould using a sandwich construction based on a PVC foam core with an E-Glass laminate. The basic hull thickness is approx. 56mm.
- The hull core is a mixture of three densities of core material – 130kg/m<sup>3</sup> Corecell in forward bottom sections, 100kg/m<sup>3</sup> Corecell in forward topsides and aft bottom sections and 80kg/m<sup>3</sup> Herex in aft topsides areas.
- The skin laminates are primarily E-glass with areas of carbon unidirectional to increase longitudinal bending stiffness and transverse stiffness in the area of the main mast.
- The laminate has been reduced to solid skin or unidirectional tapings have been added locally to reinforce areas such as bowthruster, keel area, port lights, propeller shaft, propeller p-bracket and lower rudder bearing.
- The laminate structures have been consolidated using vacuum bag techniques with an elevated temperature post-cure process in accordance with the resin manufacturer's specifications to ensure the resin system is cured to a level which will provide the correct mechanical properties, resistance to chemicals and stability.
- The internal structure is a combination of full composite bulkheads, stiffener reinforced plywood bulkheads and composite deep frames and structure.
- The deck structure is built in five sections on a female mould using a sandwich construction based on a PVC foam core with an E-Glass laminate. The basic deck shell thickness varies.
- The deck core is all 80kg/m<sup>3</sup> Herex PVC foam with local areas of reinforcement for highly loaded areas. These areas are reinforced with additional E-Glass and balsa core.
- The main deck, cockpit deck, cockpit seating, and coaming around the cockpit are covered with laid teak. The deck is laid with 12mm teak planking bonded to the composite deck. 30% of the deck was replaced during the 2012 as in poor condition. The deck today remains in good condition.
- Chain plates are of a composite construction.
- The yacht is painted with a two-part polyurethane Awlgrip 'Off White' finish (2007) The deck and coach roof surfaces are painted using International 'Off White' of the same type. Cove stripes

and Boot top stripes are painted in International Oxford Blue. Hull is polished by hand twice in a yard twice per annum and regularly when afloat.

- The underwater sections are painted with Copper Coat antifouling (October 2012) giving maintenance free underwater.
- Spare anodes are carried on board for the keel, engine shaft and bow thruster. Anodes last changed May 2015.

### *Keel & Rudder:*

#### *Keel:*

- The keel consists of two halves, an upper foil section fin and a bulb. Total weight of the fin and bulb is approximate 17,500kgs.
- The upper foil section of the keel is fabricated from stainless steel of varying thickness.
- The fin is bolted into a recess in the underside of the hull with 26x M30 countersunk head cap screws and five centre line studs.
- The keel load is spread into the hull structure by a series of 25mm thick internal backing plates.
- The lower foil section fin of the keel and bulb is cast lead. The lead bulb is a mixture of pure lead / 2% /Antimony.
- The bulb is fixed to the stainless steel fin by 13x 1 ½” UNC studs.
- The approximate weight of the cast bulb is 14,500kgs.

#### *Rudder:*

- The rudderstock and blade are of composite construction.
- The stock is a carbon fibre laminate over a foam core.
- The blade is an E-Glass/Kevlar laminate with a foam core
- The balanced rudder is located in two self-aligning spherical roller bearings with integral seals.
- The rudder bearings are bolted into the composite housings that are laminated into the hull

and deck.

- The rudder was rebuilt in 2012 due to water ingress and the bearings were professionally checked at the time.

#### *Hull Penetrations:*

- All seacocks are GRPP SAFI valves thereby corrosion and maintenance free. Seacocks are checked regularly and all are in working order.

## **Machinery**

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The engine room was completely rebuilt during the 2012 refit under the supervision of the MCA's surveyor. All machinery and associated services were removed before the engine room was repainted and refitted. The sound proofing was renewed to ensure maximum acoustic insulation.

All pipework in the engine room was lagged with MCA approved fire retardant materials to comply with the MCA requirements and all flexible hoses renewed.

#### *Engine & Gearboxes:*

- The yacht is fitted with a water-cooled turbo-charged and after-cooled 6-cylinder Alaska Diesel 'Lugger 6108 A2 engine producing approx. 250hp @ 2,300rpm.
- The gearbox is a ZF IRM close-coupled unit with a 2.694:1 ratio.
- An automatic oil change pump was also fitted to the engine and gearbox sumps.
- VDO analogue oil pressure, engine temperature, battery volts and engine hours fitted at chart table for ease of monitoring while in use.
- The engine is mounted to the engine beds with Aquadrive anti-vibration mounts
- The main engine exhaust system consists of a factory water injection elbow leading to a Soundown water lock muffler to eliminate all exhaust noise.
- A digital pyrometer with high temperature alarm is fitted to starboard helm to enable loading the engine for maximum fuel efficiency.
- Chromed Kobelt dual lever electronic throttles at both helms and additional wire based emergency controls in engine room. Run and standby engine control systems to provide effective

backup of engine control.

*Maintenance & Performance:*

- Engine hours approx. 1450 hours as of Sep 2015.
- Cruising speed – approx. 9 knots.
- Maximum speed – approx. 11 knots.
- Fuel consumption – approx. 15 litres per hour at cruising speed allowing theoretical maximum range of approx. 1,500Nm. Fuel consumption reduces to 6 litres per hour at 6 knots.
- Both the engine and the gearbox were removed from the machinery space, rebuilt to an as-new condition, then re-sprayed and refitted in 2012.
- Since 2012, the engine has been maintained by Lugger's main agent in France and all recommended maintenance and renewals carried out in line with manufacturer's recommendations. Detailed service records are available.

*Propulsion:*

- The propeller is a hydraulically actuated Hundested VP-FRH14 3-blade variable pitch propeller allowing pitch to be varied through fully feathered to reverse via Kobelt engine control.
- Hundested propeller pitch angle indicator fitted to both helm stations and controlled by Kobelt chromed controls at either helm.
- Propeller removed and serviced in 2012 and maintained annually since. Propeller greased annually in line with manufacturer's recommendations.
- The propeller shaft is a 75mm stainless steel hollow shaft with internal control rod to activate the propeller.
- Ambassador AM30 3 bladed rope cutter fitted to shaft.
- Coupling between shaft and gearbox is via Aquadrive flexible coupling.
- The Hallex stern seal and stern tube bearing are lubricated with cooling water from the engine
- Cast P-bracket to support propeller shaft with water-lubricated bearing.

### *Bowthruster:*

- Lewmar 300S VTAH 30hp retractable hydraulic bowthruster with control at both helm stations and powered by Bosch Rexroth A10V0 hydraulic pump on generator.
- Bowthruster removed and serviced during 2012 refit.
- Lewmar's manual raise and lower mechanism modified to permit easier emergency operation than provided originally by Lewmar.

### *Hydraulics:*

- A custom hydraulic system is fitted which controls the Leisure Furl in boom furling system, the Reckmann furler, the Lewmar bowthruster, the Maxwell anchor windlass, the Lewmar winches and both the vang and the backstay cylinders.
- The system is powered by a Bosch Rexroth A10V0 pump fitted to the generator PTO (pump serviced during 2012 refit) or by a DC power pack via 2 x 24 vDC pumps. Thee DC pumps were also removed and serviced during the 2012 refit.
- A new industrial grade programmable logic computer (PLC) was fitted in 2012 by Lewmar to control all hydraulic functions.
- All hydraulic hoses replaced in 2012 and terminated in stainless steel to minimise corrosion.
- Seawater hydraulic oil heat exchanger fitted in 2012 in order to maintain hydraulic oil at optimum operating temperature when system used for extensive periods of time.
- High hydraulic oil temperature sensor fitted to return feed with alarm on main alarm panel at chart table.
- Emergency hydraulic system shutdown fitted to helm station.
- Spare hydraulic oil carried on board. Spare vang and backstays cylinder seals carried on board in ship's spares.

### *Steering:*

- The yacht is fitted with a dual wheel steering system. The wheels are connected by a continuous length of chain, in turn connected to the rudder via SK90 dyneema (new 2012) connected to the quadrant.
- The wheels are custom-made laminated and varnished mahogany and maple with carbon

fibre reinforced mahogany and maple spokes. (Professionally re-varnished 2015).

- Emergency steering can be fitted to the top of the rudder stock. The aluminium emergency tiller is stowed in the lazarette and can be connected and controlled using lines lashed to the deck cleat and aft winches. The emergency steering meets the requirements of the MCA.
- Commercial grade HyDrive (Admiral HD Series) balanced hydraulic autopilot rams controlled by Raymarine course computer and powered independently from main hydraulic system.
- Emergency autopilot dis-engage fitted to helm station.

#### *Spares:*

- Extensive engine spares including spare starter motor, primary and secondary diesel filters, fuel filters, fan belts, sea strainer baskets etc.

## Electrical Systems

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The yacht's entire AC and DC system was replaced in 2012 and is comprised of new Mastervolt equipment throughout. The installation was overseen and signed off by Mastervolt UK main agent.

Two Mastervolt Masterview panels are fitted at the chart table to enable complete monitoring and controlling of all Mastervolt DC and AC systems. Additionally, a USB port has been fitted at the chart table to enable remote diagnostic direct from Mastervolt engineers in Holland or for further control via the Master Adjust software. The Masterview displays are user configurable and are currently configured as one panel for AC and one for DC systems.

During the 2012 refit, numerous upgrades and replacements to corroded parts of the electrical wiring were carried out to ensure trouble free operation.

#### *DC Battery System:*

- The yacht has two DC electrical systems with separate battery banks (Service and Start batteries).
- The service battery bank is 24 vDC made up of two banks of 2 vDC Mastervolt MVSV 750 batteries connected in series to supply 24 vDC. Each bank consists of 12 x 750 Ah batteries

(2vDC). These supply a total 1,500 Ah @ 24 vDC.

- The service batteries are either charged using the Mastervolt 24 vDC 150 amp alternator previously mentioned or two Mastervolt Mass 24/100 100 amp 230 vAC batteries chargers which can be operated individually or together.
- The service batteries are located to port and starboard of the keel for ideal weight distribution and are in dedicated vented compartments in accordance with MCA requirements.
- The engine cranking battery bank is 24 vDC made up of two Optima 8052-188 batteries connected in series to supply 24 vDC. Each battery delivers 75 Ah.
- The engine cranking batteries remain permanently charged using a Mastervolt Magic 24 vDC 20 amp DC to DC converter powered from the service batteries.
- The generator cranking battery is provided by a single 12 vDC Optima engine cranking battery Optima 8006-252 delivering 50 Ah. This battery was renewed in 2014.
- The generator cranking battery remains permanently charged using a Mastervolt Magic 24 vDC to 12 vDC 20 amp DC to DC converter powered from the service batteries.
- Engine and generator start batteries were relocated centrally on top of the keel during the 2012 refit and are in a dedicated vented compartment in accordance with MCA requirements.
- There is an emergency parallel switch between the service battery bank and the main engine batteries to start the engine if the main engine battery bank is flat.
- There is a further emergency parallel switch between the generator start battery and the main engine batteries for starting the generator if the generator battery is flat.

#### *DC Charging System:*

- 2x Mastervolt Mass GI 24/100 100 Amp 230 vAC automatic battery chargers for charging the service battery banks.
- Chargers can be powered by either shore power or generator and charge output regulated and monitored from the chart table using the Masterview panels.

#### *DC System Alternators:*

- Mastervolt 150 Amp 24 vDC alternator mounted to main engine for charging service battery bank. Charge regulated by Mastervolt 3 step ALPHAPRO charge regulator.
- Onan 35Amp 12 vDC alternator mounted to generator for charging generator start battery

*General DC System:*

- 3 x DC control panels located in saloon, aft passageway and below navigation area.
- 4 x ALFATRONIX PV6I 24 vDC to 12 vDC DCO to DC converters fitted underneath chart table for 12 vDC equipment. 2 spares carried on board in ship's spares.

*AC System:*

- 1 x AC switchboard wired to segregate low power consumption. AC equipment capable of being operated from on board inverter for high power consumption equipment requiring either shore or generator power.

*Shore Power Supply:*

- The capacity of the yacht's AC shore power was increased during the 2012 refit from 32 amp to 64 amp in two separate 32 amp feeds. One is dedicated to the general supply of Nimrod while the second purely supplies the yacht's air conditioning system. This ensures that there is plenty of AC shore power during high load consumption.
- Nimrod is fitted with two Mastervolt Mass GI 7 isolation transformers rated at 32 amps of continuous load at 230 vAC together with circuit breakers and earth trips.
- 30m marine grade shore power cables for each supply.

*Generator:*

- Onan MDKAF 22.5 kw 230 vAC 50 Hz diesel generator, new 2012.
- The generator exhaust system consists of a factory water injection elbow leading to a Soundown water lock muffler. This enables silent on deck operation as the exhaust is discharged underwater at the rear of the keel. Ideal for when at anchor or in harbour!
- VDO analogue oil pressure, engine temperature, battery volts and generator hours fitted at chart table for ease of monitoring while in use.
- Automatic oil change pump fitted to generator sump.
- Generator hours – approx. 2510 as of Sep 2015.
- Maintained since installed by main agent in South of France.



*Inverters:*

- One Mastervolt Mass Sine 24 vDC 5 kW 230 vAC inverter.
- Inverter can operate fridges, kettle and Nespresso machine, icemaker, power sockets and engine room fan.

## Plumbing Systems

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*Fresh Water & Water Heating System:*

- The fresh water system is pressurised by two Headhunter 24 vDC pumps plumbed in parallel to supply a regulated 35psi supply at 75 litres per minute. Both pumps replaced in August 2014. One old pump held as an onshore spare.
- The fresh water system is fitted with a Wellmate WM-4LP accumulator located under the sole in the forward guest cabin. (Replaced April 2015) The accumulator enables taps to run for a significant period before the pumps cut in.
- A manual Whale Tiptoe Mk4 foot pump is plumbed in parallel with the cold water pressure to the galley sink.
- Two 45-litre Raritan Engineering model 171211 water heaters are fitted to the yacht to provide hot water (New May 2013). The water is heated via 230 vAC 1.25kW elements.
- Hot water tempering valves are fitted to the water heaters to reduce water from 70 degrees Celsius to 38 degrees Celsius thereby making the hot water tank capacity last longer.
- Pressure relief valves fitted to both tanks as well as tank drains. Both plumbed to bilges
- Spare heater elements and tank anodes carried on board. Water heater elements descaled bi-annually and anodes checked / replaced annually.
- Deck fillers are fitted in recessed deck lockers to port and starboard.

*Watermaker:*

- A Horizon Seafari SFC-900-2 240 vAC reverse osmosis watermaker is located in the engine space above the main engine. The watermaker is fitted with a remote control unit at the chart table. It has the optional automated fresh water flush to ease operation when in commission.
- The output of this unit is approx. 3,400 litres per day.

- A charcoal filter fitted to the fresh water output as well as to the fresh water flush input (to protect membranes from chlorine). The 5 and 25 micron pre-filters and charcoal filters are easily accessible from the engine room door.
- The unit was fitted in 2012 during the refit and has 159 hours of operation as at September 2015
- An extensive stock of filters, membrane-pickling fluid and membrane-cleaning products are held on board.
- Maintenance carried out by crew in line with manufacturer's recommendations.
- Nimrod also has a handheld water quality tester.

### *Bilge Pumps:*

- The yacht has six bilge spaces located in forepeak, crew accommodation, main saloon, engine room, aft accommodation and lazarette.
- The forepeak and lazarette bulkheads are watertight.
- Each bilge space is fitted with a Rule 3700 24 vDC bilge pump with float-switch for automatic operation and high level alarm connected to main alarm panel at chart table and on deck. One spare Rule 3700 pump is carried on board.
- These bilge pumps can either be operated automatically or overridden by a switch in each bilge space.
- Celectron BW8 pump activity monitor installed in all bilge spaces with the display at chart table. This enables pump activity to be monitored as pumps may be coping with small leaks which do not trigger the high level alarm.
- A 550 litres per minute self-priming hydraulic Flomax bilge pump is fitted in the central bilge and can pump water from all six bilge spaces. This pump is powered by the generator or DC hydraulic pumps with or without the hydraulic PLC being operational. This is the main bilge pump but only used in emergencies. Serviced during 2012 refit.
- A manual emergency Whale Gusher 30 bilge pump is connected to the main bilge manifold.
- Each bilge space is fitted with a bilge alarm that sounds in the navigation station, main alarm panel and on deck.
- All bilge pump water activated switches and alarm senders replaced during 2012 refit.

### *Grey Water:*

- Grey water flows from all sinks and shower trays to the grey water holding tank via dedicated sumps through gravity into sumps and 24vDC pumps out of sumps.
- Grey water tank discharge is via a Gianneschi 24 vDC pump or via deck suction for discharge to shore.
- All Whale Gulper 220 sumps pumps and associated float switched renewed during or since refit. One new spare sump pump and 2 float switches carried on board as well as complete service kits for the pumps themselves.
- A Gianneschi ECO MV-44 24vDC pump (48 LPM) grey water tank discharge pump was fitted in 2013 and serviced by agent in September 2015. Previously fitted pump of 2012 was inadequate.
- A new ITIM grey water tank sender and tank controller by ITIM Australia was installed in 2015. An override is fitted to enable pump out in the event of tank sender or controller failure.

### *Black Water:*

- Output to black water holding tanks from all heads is via gravity. Black water tank pump out is via 24vDC pumps outboard or via deck suction for discharge to shore.
- Black water discharge pumps (Jabsco 50890-1100 24 VDC 19 LPM) and one new spare pump carried on board as well as complete service kits.
- The black water tanks senders and tank controllers are by ITIM Australia. They were serviced and recalibrated by ITIM in 2013. An override is fitted to enable pump out in the event of tank sender or controller failure.

## **Tankage**

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### *Fuel:*

- Fuel is stored in two diesel tanks located below the sole-boards in the aft end of the main saloon.
- Each tank is fitted with a tank level sensor and a per tank output display located at the navigation station (new 2012).
- Cross-valves are fitted between the two main tanks to allow fuel tank balancing.
- The total fuel storage of two main tanks is 2,500 litre (440 gallons)

- The main engine is fitted with a Racor 75/1000 MAX/2 primary fuel filter located between the day tank and the engine. (Run and standby filters are fitted with an easy switch over valve).
- A sensor for water in the engine fuel is fitted to the Racor filter unit and connected to the chart table alarm panel.
- The generator is fitted with a Racor 500 MA2 primary fuel filter.
- Spare primary and secondary fuel filters carried in onboard ship's spares.
- New fuels supply and return lines installed as part of the 2012 refit.
- Tank selection manifold conveniently located at entrance to engine room. Emergency fuel shut-off valves located outside the engine room (They are easily accessed under the main saloon sole-boards)
- Deck fillers are fitted in recessed deck lockers to port and starboard.

#### *Fresh water:*

- Fresh water is stored in four fresh water tanks located below the sole-boards at the aft end of the main saloon.
- Each tank is fitted with a tank level sensor with a per tank display located at the navigation station (New tank displays in 2012).
- The total fresh water capacity is 2,500 litres (440 gallons).

#### *Grey water holding tanks:*

- The yacht is fitted with a single grey water-holding tank located between the galley and the forward guest cabin on the yacht's centreline.
- The capacity of this tank is 475 litres (104 gallons)
- The tank is fitted with an ITIM level sensor and output display. When a high level is reached, the pump is automatically activated and an alarm sounds to warn of pumping operation. The pump can also be manually activated at anytime.
- The tank was degreased and cleaned internally during 2012.
- The ITIM tank level sender was renewed in 2015.
- The tank vented in the mast above the first spreader.

### *Black water holding tanks:*

- The yacht is fitted with two black water holding tanks of 225 litre capacity (49 gallons) capacity each and are fitted with an ITIM level sensors and output displays. When the tanks reach a high level, an alarm sounds but unlike the grey water tank, the pump is not automatically activated.
- Both tanks were cleaned internally during 2012.
- The tank is vented in the mast above the first spreader.

## **Navigation Equipment**

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Nimrod's entire navigation system and chart table was replaced during the 2012 refit and consists exclusively of Raymarine equipment for system reliability. Nimrod is fitted with red LED lights at the chart table and both helm stations to preserve one's night vision when sailing in the hours of darkness.

### *Autopilot:*

- Raymarine SPX-SOL autopilot course computer (24 vDC) with Raymarine rotary rudder reference unit (as the autopilot cannot operate without a rudder reference unit, a spare rudder reference unit is carried on board in the ship's spares) and run and standby Raymarine fluxgate compasses to provide true heading information. (Raymarine fluxgate compasses are apparently prone to failure although no failure experience since being fitted in 2012)
- Raymarine ST6002 control heads are fitted at both helm stations and a further Raymarine wireless wandering controller is available for convenience of autopilot operation.
- The autopilot uses two-balanced commercial grade HyDrive (Admiral HD Series) hydraulic autopilot rams rigidly mounted to the hull and attached to the quadrant.

### *Radar:*

- Raymarine RA1048SHD 4kw 48" Super HD Digital Open Array radar mounted on bottom port spreader of mast.
- Radar image can be displayed on any one of the four chart plotters either as a separate radar image or overlaid onto the navigation chart.

### *Raymarine Wind, Depth and Boat Speed Sensors:*

- Raymarine depth and speed logs fitted through hull. Spare log impeller carried in ship's spares.
- Raymarine wind direction and speed sensor fitted to top of mast on extended custom carbon pole. Spare wind speed and direction sensor printer circuit board carried in ship's spares.

## **Chart Plotters and Instruments**

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Nimrod is fitted with an extensive number of chart plotters and instruments as follows.

### *Chart Table:*

- Raymarine E140 chart plotter.
- ST 60 tri-data (depth, speed and log).
- ST 60 Multi display for wind or other information.
- Raymarine 240E dual station VHF (chart table and starboard helm) with separate loudspeaker. Integral fog horn with horn mounted on spreader.
- Raymarine AIS 650 with USB port at chart table to enable programming and monitoring of operation.
- Echomax Active XS Dual Band Radar Target Enhancer (Radar Reflector). Antenna mounted at top of mast.
- Actisense multiplexer to give USB NMEA interface at chart table for navigation software such as Maxsea or other.

### *Companionway:*

- 6 ST 60 are fitted above the companion way to provide a variety of information.
  1. ST 60 Wind.
  2. ST 60 Magnified wind.
  3. ST 60 Rudder angle.
  4. ST 60 Speed

5. ST60 Speed over ground (SOG).
6. ST 60 Depth.

*Starboard Helm Station (Primary Helm Station):*

- Raymarine E140 chart plotter.
- Engine start and stop controls, engine throttle and propeller pitch controls, propeller pitch indicator, pyrometer and engine alarms.
- Engine RPM (VDO)
- Bow thruster lower and raise controls, bow thruster joystick.
- Vang and backstay cylinder controls.
- Hydraulic alarm and general alarm from main control panel at chart table.
- ST 6002 Autopilot control.
- ST 60 Wind.
- ST 60 Magnified Wind.
- ST 60 Speed and Depth (combined).
- ST 60 Rudder
- Socket for anchor chain counter and lower and raise buttons.
- Raymarine 240E dual station VHF (second station) with separate loudspeaker with volume control. Integral fog horn with horn mounted on spreader.
- Ship's horn.
- Red LED lighting fitted underneath chart plotter to illuminate all instruments at night without affecting night vision.

*Port Helm Station (Primary Helm Station):*

- Raymarine E140 chart plotter.
- Engine throttle and propeller pitch controls and propeller pitch indicator.
- Engine RPM (VDO)

- Bow thruster joystick.
- ST 6002 Autopilot control.
- ST 60 Wind.
- ST 60 Magnified Wind.
- ST 60 Speed and Depth (combined).
- ST 60 Rudder
- Deck light switches.
- Ship's horn.
- Red LED lighting fitted underneath chart plotter to illuminate all instruments at night without affecting night vision.

#### *Crew Cabin:*

- Raymarine E120 chart plotter configured to show navigation chart, wind and yacht information.

#### *Owner's Cabin:*

- ST 60 wind.
- ST 60 boat speed and depth (combined).

## **Communications Equipment**

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- Thrane and Thrane Fleet Broadband 250 satellite telephone and broadband at chart table and capable of being connected into WIFI router if desired. Antenna fitted to stern of vessel enabling ongoing communication in event of loss of mast.
- Raymarine 240E dual station VHF (chart table and starboard helm) with separate loudspeaker. Integral fog horn with horn mounted on spreader.
- 3 x Icom handheld VHF's on permanent charge. (2 for grab bags and 1 for port tender).
- Primary VHF antenna mounted to top of mast and secondary emergency VHF antenna on wandering lead in aft lazarette.



- 3G antenna on top of mast connected to Sony Ericson W25 WIFI router with SIM card slot.
- RR Electronic combination antenna at top of mast supplying signals for VHF, VHF-DSC, GSM, TV, AM/FM radio.

## Other Chart Table Equipment

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- Fuel level gauges (x2), Fresh water tank gauges (x4), Grey water tank gauge and pump out controller (x1), Black water tank gauge and pump out controller (x2).
- Water maker remote control panel.
- Navigation lights switches.
- Hydraulic power switches.
- DEIF central alarm panel (bilge levels, water in engine fuel, fire in engine room, faulty fire detector in engine room, high water level in engine exhaust, low hydraulic oil level, very low hydraulic oil level, ...)
- Celecron BW8 pump activity monitor installed in all bilge spaces with the display at chart table. This enables pump activity to be monitored as pumps may be coping with small leaks which do not trigger the high level alarm.

### *Binnacles:*

- C Plaith Venus H steering compass fitted to port & starboard helm stations. One new in 2012.
- Both compasses have been swung but in accordance with MCA requirements need swinging again.
- Spare compass light LED bulbs carried on board.

### *Other Equipment:*

- Secondary fog horn mounted to port first spreader.
- Printer USB port at chart table.
- TV HDMI socket at chart table.
- 2 x USB mobile phone charging points at chart table

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## Domestic Equipment

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### *Galley:*

- All galley equipment was replaced in 2012.
- Neff combined microwave oven with fast heat. Model C67P70N0GB
- Neff induction ceramic hob. Model T44T63N0
- The stove and hob assembly is fitted with a gimballing mechanism which was fully serviced during the 2012 refit.
- Bosch model WKD28540GB 230vAC washer/dryer.
- Bosch model SBV65M00GB/44 230vAC dishwasher.
- Kitchen extract hood fan boosted in 2012 by the addition of a second fan in the galley's ceiling to ensure "proper" extraction of cooking fumes.
- Britta Active Plus P1000 fresh drinking water filter fitted to kitchen sink. Spare filter cartridge in ship's spares.
- The refrigeration system is a custom built 230vAC dual system with two compressors giving 100% redundancy as the system is capable of operating both fridges and the freezer on a single compressor. The compressors are operated either from shore power, generator power or the Mastervolt inverter. Each compressor has a dedicated seawater pump for additional redundancy in the refrigeration system. An additional sea water pump is carried in the ship's spares.
- The refrigeration cabinets are stainless steel lined with stainless steel baskets and adjustable shelves. The galley fridge is approx. 270 litres capacity, the freezer approx. 270 litres and the saloon fridge approx. 135 litres.
- Refrigeration system refrigerant gas pressures checked in 2014.
- Integrated and permanently plumbed in Porkka crystal clear ice icemaker (20 KG per 24 hours) with integrated 6.5 kg ice bin in galley continuously making fresh ice.
- Villeroy and Boch china dining set in fitted cupboards. Unbreakable marine dinner set for use when sailing. Glassware and unbreakable dishwasher proof glassware.
- Numerous kitchen aids including fast boil kettle, toaster and Nespresso machine to name but a few.

### *Heads/Showers:*

- Grohe bathroom hardware in all heads including faucets, taps, showers and mirrors. All faucets and taps were replaced in 2012.
- Actana Waterflash 2003 24vDC electric flush toilets fitted to each heads compartment. All heads discharge directly to black water holding tanks. Joker valves in discharge pipes changed annually.

### *Heating & Ventilation:*

- The yacht's air conditioning system was completely rebuilt in 2012 with increased capacity to cope with Mediterranean on board living condition during hot summer months.
- It consists of seven self-contained 'Climma' reverse-cycle heat pump air-conditioning units. Each unit is 230vAC powered and shares a common seawater-cooling pump located in the engine space (other than the crew cabin unit which has its own dedicated pump underneath the galley sole-boards).
- The outputs of the various units are as follows:
  1. Owner's cabin – 16000 BTU/h
  2. Aft guest cabin – 7000 BTU/h
  3. Saloon – 48000 BTU/h
  4. Forward guest cabin and galley – 7000 BTU/h
  5. Crew cabin – 7000 BTU/h
- Air conditioning system refrigerant gas pressures checked in 2014. Filter and cooling coils cleaned and disinfected bi-annually.
- Fresh air ventilation is provided by a mixture of passive ventilation (On deck chromed dorades forward of the mast), hatches and fan-powered extraction (in galley, heads and engine spaces). 24vDC fans are fitted in the heads and a 240vAC twin kitchen extract fan is fitted to the galley area above the stove.
- Lewmar Ocean opening deckhead hatches throughout fitted with Oceanair concealed sky screens. All hatches and sky screens were replaced in 2012.
- Engine room ventilation is via a 230vAC extraction fan with thermostatic control and manual override. This fan operates from shore power, generator or inverter.

### *Entertainment:*

- Sony CD/Radio head units with auxiliary input in each accommodation cabin with speakers inset in the headlining.
- Sony CD/Radio head units with auxiliary input with Pioneer GMX334 amplifier for saloon and cockpit speakers
- Bose cockpit speakers
- TV in main saloon with HDMI cabling from bar cupboard and chart table.
- Raymarine Satellite TV receiver model 45STV with dish fitted to lower starboard spreader and tuning unit fitted to bar cupboard. (No SKY UK digital receiver included!)
- HP C410 printer / scanner / copier in bar cupboard. USB socket at chart table as well as wireless operation.

### *Lighting:*

- 24vDC lighting throughout inset in headlining. Electronic dimmers as appropriate in various saloon and cabins. Spare light fittings and bulbs carried in on board ships spares.
- 230 vAC lighting in galley powered by inverter as well as 24vDC lighting.
- All Vimar switches and sockets replaced in 2012 (Black with chrome surround, continental 2 pin plugs).
- 4x spreader lights on the under side of the lower spreaders.
- Lighting on under side of boom to light main helm area and aft deck area.
- Lighting in the forward corners of the main cockpit window frames to light main cockpit.
- Lighting of stern and passerelle.
- Extensive LED lighting in engine room to facilitate maintenance and operation checks.

## **Accommodation**

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NIMROD's accommodation is in immaculate condition having been completely professionally restored as part of the 2012 refit and professionally maintained since. NIMROD was designed for comfortable long distance cruising for both owners and the crew. The cockpit is spacious and well protected making it ideal for families with younger children.

### *Summary of Accommodation:*

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- Accommodation for 6 guests in 3 cabins plus 2 crew.
- Master cabin with double bed and sofa convertible to extra berth (aft).
- Twin guest cabin with 2 single berths side by side (port aft).
- Twin guest cabin with upper and lower berths (port forward).
- Twin crew cabin with upper and lower berths (forward).
- All cabins have private heads and separate shower compartments.
- All berths are fitted with sturdy lee cloths.
- Large airy saloon with seating to port and a bar area to starboard.
- Re-upholstered in blue Alcantara in 2012. White foam backed covers for saloon table and bar counter.
- An additional engine room access was created in 2012 from the aft guest cabin to facilitate engine maintenance on port side of engine room.

#### *Safe:*

- HAFELE IRIS safe in master cabin – three electronic keys on board.

#### *Internal Finish:*

- The timber used throughout the yacht is beautifully finished teak, both solid and veneer. The joinery is polished and has been fully grain-filled prior to application of the final coat. Professionally re-polished in 2012.
- Interior paint finishes are International Eggshell White.
- The sole panels and margins are constructed from polished solid teak/maple laminated directly to marine ply. Professionally re-varnished in 2015.
- The headlinings in all the living spaces are Novasuede (replaced July 2010). Headlinings in heads and galley areas are painted with International Eggshell White.
- Light beige carpeting fitted to accommodation cabins.

#### *Description of layout from forwards:*

There is a crash bulkhead with forward lazarette and chain locker. Aft of this is the crew heads with separate shower stall to port. The crew cabin has upper and lower berths to port with a desk with E120 screen and large wardrobe aft of it.

There is a door to the galley which has Corian surfaces port and starboard with lots of food preparation areas. To port are 2 large sinks and beneath a full sized washing machine and lots of storage. Beneath the sole is dry storage and to starboard is storage, gimballed induction hob with combination. Oven beneath, an ice maker and fridge and freezer.

There is a door to the main saloon. To port forward is an upper and lower guest cabin with en-suite heads a separate shower. The main saloon has a large team table with u shaped seating. There are 2 swivelling chairs that can be removed. There is comfortable seating for 8 to 10 people. To starboard is a seating area with a bar area aft with drinks fridge and a wine storage area. Aft of this is a large navigation station with new electronics and monitoring for batteries and plumbing systems.

Aft of the saloon to port there is a twin berthed cabin for guests with an en-suite heads compartment.

To starboard aft is a passageway which leads to the aft cabin. There is an oilskin locker and engine room door with access into the engine room which houses the main engine, generator and watermaker.

The owner's cabin has a door to it from the corridor and a large heads to starboard with shower stall, and leading into a large stateroom with a sofa/single berth to port and large double to starboard. There is masses of storage and hanging space.

Back in the main saloon and up steps to the cockpit with a fixed screen and Bimini. There is seating port and starboard with 2 tables which extend to make a single large table for dinner parties. There is good access between the twin wheels onto the aft deck

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## Deck Equipment

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NIMROD's rig is a Marten Spars (now part of Southern Spars) carbon fibre masthead rigged keel stepped mast with 4 sets of swept back spreaders. All sailing hydraulics can be operated from either the 24 vDC hydraulic pumps or the generator PTO mounted hydraulic pump.

*Rig:*

- Mast Material: Carbon Composites.
- Mast Height: 34m.
- Marten Spars carbon fibre masthead rigged keel-stepped mast with 4-sets of swept-back spreaders.
- Marten Spars carbon fibre boom with Leisurefurl hydraulically actuated in boom furling system controlled by foot switch adjacent to mast. Manual furling system in the event of hydraulic failure fitted in mast.
- Complete mast overhaul and service (out of boat) in 2012 and new backstay by GREMCO (South of France) in 2014.
- The mast and boom are painted to match the hull topsides.
- The backstay cylinder and the vang are in polished stainless steel.
- Marten Spars Leisurefurl hydraulically-actuated backstay and vang controlled at the starboard helm station.
- Stainless steel rod standing rigging (Serviced and renewed as required by OYS in 2012).
- Reckmann RF 90-4 MkII hydraulic headstay furler serviced by Reckman in Germany in 2012.
- Kevlar removable inner forestay for storm jib with Harken tensioner (new 2012).
- Carbon Spinnaker pole stored vertically on the mast.
- Kevlar Running backstays (replaced 2007)
- Deck hardware is stainless steel and from Frederiksen including mainsheet system, genoa cars and tracks, spinnaker equipment and running backstays all serviced in 2012 and fitted with new bearings throughout.
- Main halyard, genoa halyard, storm jib halyard, MPS halyard, topping lift/spare main halyard and boom preventer new in 2012.
- Spare "universal" halyard carried on board as part of ships spares.

- Mainsail and boom cover in navy blue.

#### *Winches:*

- All winches are Lewmar and are either 2 or 3 speed self-tailing. All winches serviced by HYS in 2012 and serviced annually by crew since. Winch package includes:-
  1. 2x 111HST hydraulic genoa winches in cockpit.
  2. 1x 77HST hydraulic mainsheet winch at aft end of cockpit on port side.
  3. 1x 77HST manual main traveller winch at aft end of cockpit on starboard side.
  4. 1x Lewmar 77HST hydraulic main halyard winch adjacent to mast on port side.
  5. 1x Lewmar 77HST hydraulic spinnaker or genoa halyard winch adjacent to mast on starboard side.
  6. 1x Lewmar 66HST manual general halyard winch adjacent to mast on starboard side.

#### *Sails:*

- New One Sails Millenium moulded carbon No 2 genoa and mainsail in 2012. Serviced by One Sails in 2013. Fitted with UV protection strip and coating.
- Additional sails by UK Sails :-
  1. Heavy duty asymmetric 520m<sup>2</sup> 2006 fitted in sock and serviced in 2012.
  2. Light weather asymmetric 520m<sup>2</sup> 2007 and serviced in 2012
  3. Stay-sail/Storm jib mounted to babystay 2001
  4. Storm trysail 2007 - 50m<sup>2</sup>

#### *General:*

- The main cockpit is fitted with a fixed windscreen around three sides. The 12mm laminated toughened glass panels are bonded to a supporting composite frame.
- Stainless steel guardrail stanchions with twin stainless steel wire guard wires and side-boarding gates. New guard wires in 2012.
- Stainless steel open-fronted pulpit and pushpit
- Stainless steel grab rails on main superstructure coach roof



- Besenzoni PI 395 hydraulic passarelle retracting into lazarette. (New 2012)
- Besenzoni side-boarding ladders with padded storage bag.
- Fixed bimini with navy blue cover and white infill panels which enables the cockpit to be enclosed when raining.

#### *Anchoring & Mooring Equipment:*

- Maxwell VWC4000 hydraulic anchor windlass with Quick chain counter at starboard helm, pressure switches on bow and wireless wandering hand control.
- Manson 50kgs Bruce-style primary anchor finished in polished stainless steel.
- Galvanized 150m ½ inch high-test anchor chain (new 2012) marked with paint every 10 metres.
- The main anchor is housed and launched by a custom stainless steel bow fitting that is mounted in the bow on the centreline. The bow fitting is a fabricated stainless self pivoting arm with a series of rollers to guide the anchor and chain.
- Fortress FX-85 22kgs secondary storm anchor and 30 metres of chain.
- Secondary removable bow roller fitted to bow to enable Mediterranean style bow lines to be brought on board from the bow.
- The bow is fitted with a nozzle to wash the anchor chain and anchor as it is raised. This anchor wash uses the saltwater deck wash/fire pump (new pump 2015).

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

- Blue canvas bimini mounted to windscreen with stainless steel frame with 6 inch air gap between windscreen and bimini.
- Blue canvas helm wheel and helm console covers.
- White bimini to cockpit covers to close in cockpit when vessel not in use.
- Cockpit cushions.
- Wheel and cockpit table covers.

#### *Tender & Outboard:*

- Zodiac 3.6 m dinghy (2014)
- Honda BF10D 10 HP outboard (2014)
- Two diving tanks with regulators and Bauer compressor (last serviced 2014)

#### *Safety Equipment:*

- Deck mounted with hydrostatic release Ocean Safety 10 man Solas B ISO 9650-1 liferaft. (Last serviced 2014 and new 2011)
- Lazarette stowed Ocean Safety 6 man Solas B ISO 9650-1 liferaft. (Last serviced 2014 and new 2011)
- Ocean Safety Kannad Safelink GPS 406 Mhz EPIRB EPI0090 (Next service May 2018) pushpit mounted and fitted with hydrostatic release.
- ACR Electronics RapidFix 406 Mhz EPIRB (RLB-33) Cat 2. (Next service August 2016).
- Jonbuoy MOB recovery system on pushpit (Last serviced 2014). Spare gas cylinders carried in ship's spares.
- Rescue sling fitted to pushpit. Pick up sail and throwing line stored in cockpit together with jackstays, hydraulic rigging cutters and flares.
- 16 Ocean safety offshore lifejackets complete with 3 points tether lines, lights and hoods. 8 of which fitted with Kannad Marine Safelink R10 personal AIS beacons. Lifejacket spares carried on board in ship's spares.
- Medaire Category A Ocean medical kit including defibrillator and oxygen bottles.
- In compliance with MCA Category 2, the vessel is fitted with the following firefighting equipment and emergency lighting (all in date):-
  1. An automated and manual gas flood system for the engine room.
  2. A fire port and 9 Kg foam cylinder to discharge via the fire port into the engine space.
  3. A salt-water deck wash pump located in the galley bilge with fire hose in the forward deck locker.
  4. 7 Portable fire 2 Kg extinguishers for cabins and engine rooms.
  5. Fire Blanket.
  6. 25 metre MCA approved firefighting hose permanently plumbed in and stored in forward lazarette powered by deck wash pump. (new pump 2015)

· The mast and sailing navigation lights are in accordance with COLREGS and are LED. (LOPOLIGHTs on bow, stern and at mast head).

## **Исключения**

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При продаже яхты исключаются личные вещи владельца.

## **Отказ от ответственности**

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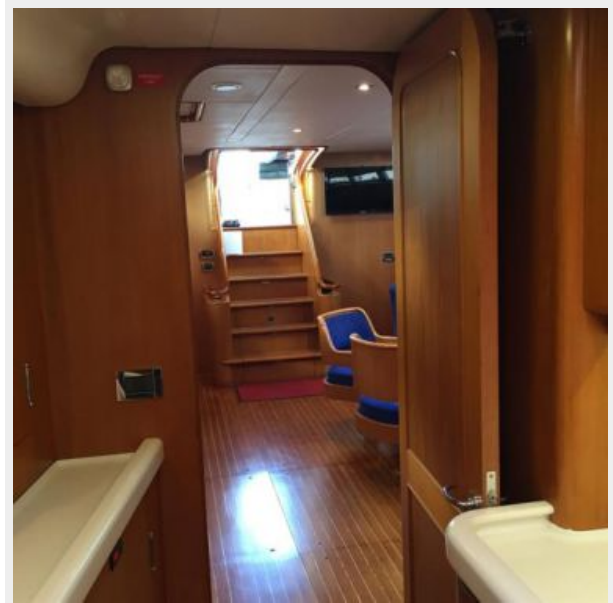
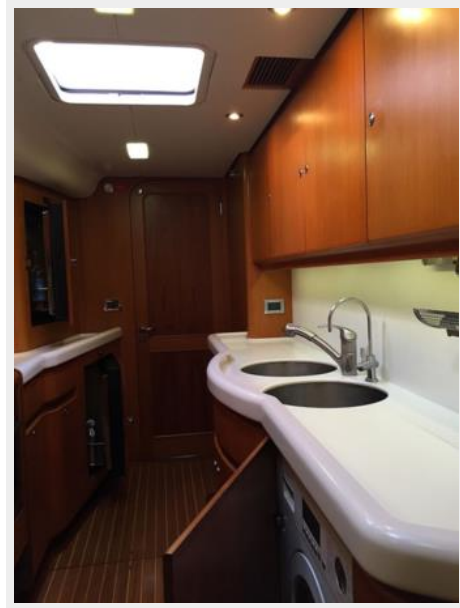
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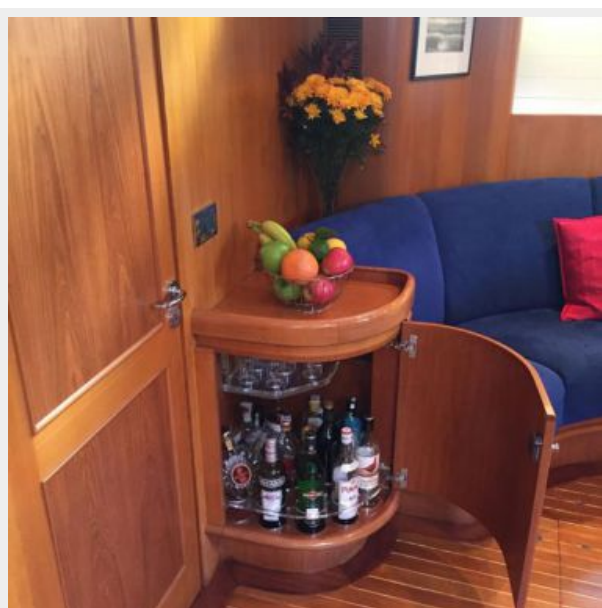
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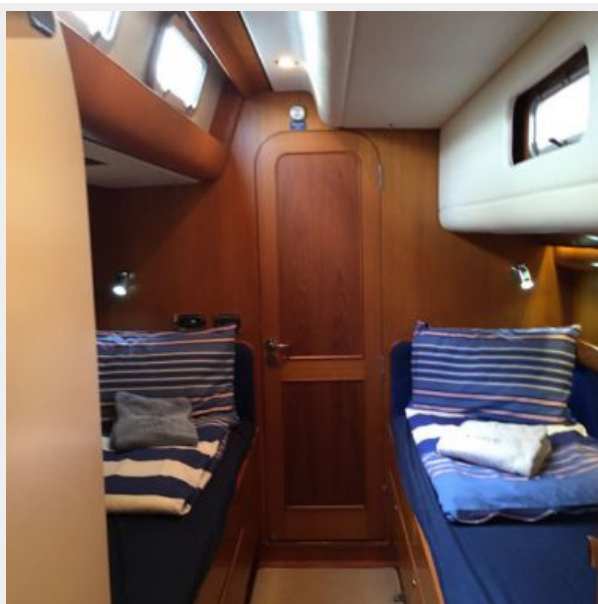
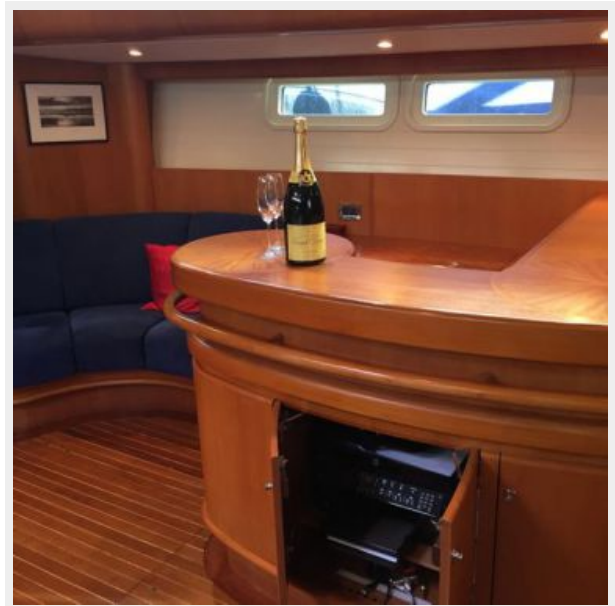
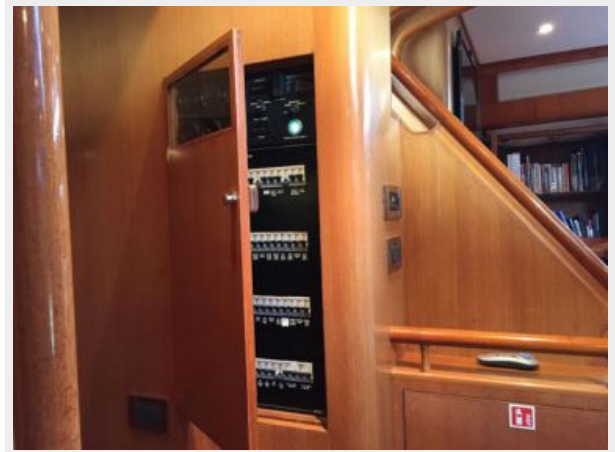
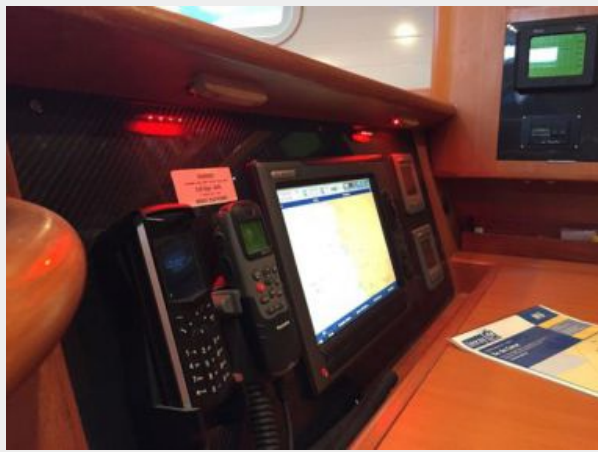






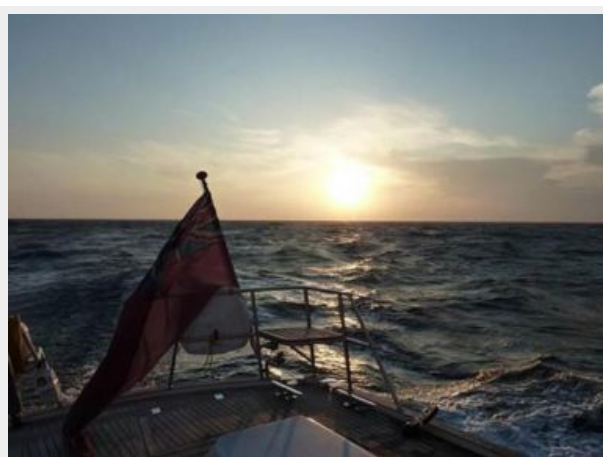


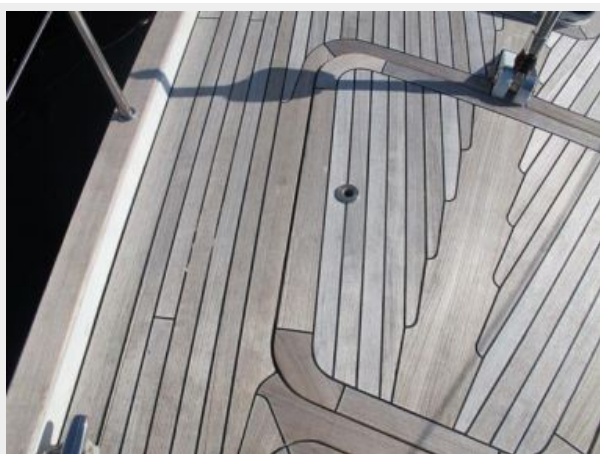




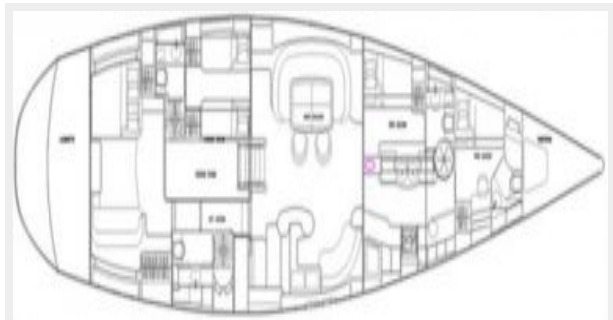












# КОНТАКТЫ

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## Время работы

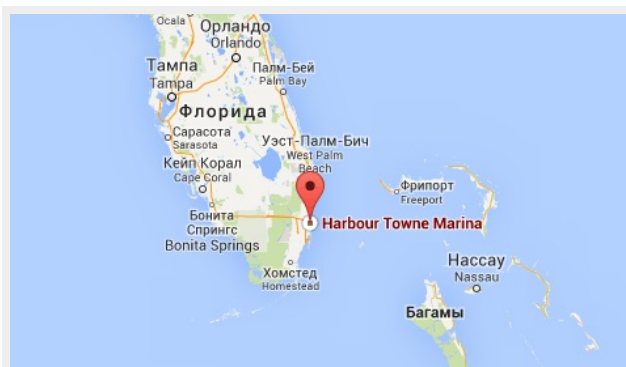
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Понедельник – Суббота: **9:00 - 21:00**  
EDT

Воскресенье: **Закрето**

## Адрес

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