

GUNDAMAIN — OYSTER MARINE LTD



Судостроитель: [OYSTER MARINE LTD](#)

Год постройки: 2009

Модель: Крейсерская яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: Spain

Длина общая: 67' 7" (20.60m)

Ширина: 18' 5" (5.61m)

Мин. осадка: 9' 7" (2.92m)

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ХАРАКТЕРИСТИКИ

Обзор

Exceptional example of the sisterhood with carbon spar and equipped for both high latitude and warm water cruising. Skipper maintained from the get go, she is ready for more oceans.

Основная информация

Тип судна: Крейсерская яхта

Подкатегория: Center Cockpit

Модельный год: 2009

Год постройки: 2009

Страна: Spain

Размеры

Длина общая: 67' 7" (20.60m)

Длина по ватерлинии: 59' 6" (18.14m)

Ширина: 18' 5" (5.61m)

Мин. осадка: 9' 7" (2.92m)

Скорость, вместимость и масса

Водоизмещение: 82673.34825 Pounds

Вместимость воды: 193.109770012
Gallons

Объем топливного бака: 628.72948376
Gallons

Размещение

Всего кают: 4

Всего коек: 8

Всего ком. состава: 3

Корпус и палуба

Материал корпуса: Composite

Материал палубы: Teak

Отделка корпуса: Fiberglass

Дизайнер корпуса: Rob Humphreys & the Oyster Design Group

Информация о двигателе

Двигатели: 1

Производитель: Perkins

Модель: Sabre M185C

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Broker's Comments

GUNDAMAIN is totally set up for world cruising. There has been a phenomenal amount of input in every detail aboard the yacht to make her practical, safe and easy to use for crossing oceans. With her carbon spar and extraordinarily thoughtful specification she is very special. She has always had crew and her maintenance schedule is punishing including new rigging of late and many other recent and useful updates. A separate list of additional equipment as well as a pictorial record of additional equipment is available on request.

Owner's Comments

GUNDAMAIN is an Oyster 655, which is the very similar predecessor to the 665 model; now superseded by the 675. She is Hull number 10, built by SYS in Southampton and delivered new to the present owners in April of 2009.

During build and commissioning, a consultant - experienced as an Oyster 72 Captain, and with an extensive background in cruising in the Arctic and Antarctic advised on the design and specification and acted as owner's representative.

The yacht has been continuously maintained and operated since new by the same husband and wife captain and crew. She is in great operating condition, ready to continue cruising the world.

The owner chartered Oyster 655 hull #1 prior to the build of GUNDAMAIN, and made many modifications to GUNDAMAIN's basic design based on that charter and upon advice received from various experienced yacht skippers.

The yacht has cruised in the UK, Baltic, Mediterranean, the Arctic, Caribbean, Western Canada and throughout the Pacific to Australia and New Zealand. She is now in Palma de Mallorca.

She is easily operated by 2 people (captain and crew) and has been insured for operation by 2 crew members in all waters including the Arctic and Pacific.

During passages she routinely covers 180 to 190 miles per day under sail without being pushed, and is very well mannered on all points of sail. She comes with an extensive list of spares, and a bullet-proof configuration designed to facilitate very long periods of off-grid cruising. She has had extensive refits and continuous maintenance, meaning that all systems are in good order. She has a huge inventory of spare parts.

She was built to MCA Category 2 standards. Until recently she was MCA certified, but since she has never been chartered this was allowed to lapse recently.

Construction

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – “Ocean”

Hull:

- The Oyster 655 hull is a composite moulded construction from female tools developed by Oyster.
- The hull is produced using a polyester gelcoat and vinylester laminating resin. Vinylester resin is recognised as having excellent UV resistance and waterproofing qualities and is suitable for use in a tropical environment.
- A high-tech custom, monolithic (single-skin) E-glass/carbon/Kevlar composite laminate is used with structural engineering by High Modulus.
- The monolithic system is a ‘balanced’ laminate that has been designed to give ultimate structural properties between the laminate layers. This offers significant weight savings, strength and stiffness advantages over a normal GRP construction, carbon for weight and stiffness, Kevlar for impact resistance.
- The composite hull skin is reinforced with a matrix of stringers and floors both above and below the waterline, this produces a robust structure with excellent strength to weight qualities and proven longevity.
- Water tight bulkheads ahead and astern of bow sail locker, and ahead of lazarette locker.
- Additional reinforcements are included in the way of the keel recess, the keel longitudinals, mast bulkhead, P-bracket, forestay and hull stringers.
- Limber holes are installed at appropriate points.

- Stringers, bulkhead-landings and floors are formed over a non-structural, inert polyurethane foam.
- A sacrificial zinc anode is bolted through the hull and grounded to the rudder bearing, P-bracket, engine and generator cooling water seacocks, gearbox and shaft log.
- Manufacturers' standard zincs are fitted as appropriate to the generator and bow-thruster.
- Copperbot application at build with 2 additional coats applied 2012, the system is working well and is in good condition. On haul out 2015 it required only a wash down to remove minor growth.

Hull and Deck Construction:

- The hull and deck connection is achieved by the deck sitting on a return flange moulded into the hull.
- The deck edge incorporates a bulwark, which facilitates relatively flat side decks whilst providing a good foothold when working the yacht in a seaway.
- The top of this bulwark is clean GRP finish with a 'rolled' edge
- 6 x 38mm (1.5") internal scupper drains are installed along the deck edge preventing topsides from staining when decks are washed down.

Deck construction:

- The sub deck laminate incorporates end-grain balsa for both insulation and panel stiffness which is replaced with either marine plywood, or high-density foam in high load areas, all engineered by High Modulus with E-glass used throughout
- The foredeck has a recessed locker, the top part of which may be used for the stowage of a kedge anchor, warps, etc. with hinged lids and a flush-fitting locking device. The lower part of this forms the anchor chain locker.
- There is a large locker on the aft deck which will allow the stowage of two 13kg propane type, or other bottle gas cylinders. This locker drains overboard and has a flush hinged lid.
- Aft, a custom Rondal flush hatch, fitted with twin gas struts, drain channels, rubber seal and positive closing, gives access to a full width, large lazarette locker.
- The aft coachroof has 2 Lewmar deck hatches. The starboard hatch provides access to the owner's cabin, the second portside hatch gives light and ventilation to the owner's cabin.

- Forward of the mast, between the coachroof coamings, there is a great area for sunbathing
- Engine room ventilation to the sides of the saloon, and the locker in the swim platform – these can be both be sealed with screw in cover plates during very rough weather.
- There is a sail locker forward, aft of the anchor locker which is fitted with a flush teak laid hatch.

Deck Finishes:

- The teak decking is laid in 48mm wide (approximately) teak planking. The deck has never been coated, chemically treated or heavily scrubbed.

Keel & Rudder:

- The keel is a high performance bulb manufactured as a lead casting with approximately 2% antimonial hardening. Ballast weight is approximately 12,050kg / 26,510lb.
- The hull has a GRP keel stub incorporating a wide footprint area and facilitating secure attachment of the ballast keel.
- This stub creates a deep bilge sump with limber holes allowing easy evacuation of bilge water.
- The keel is bolted to the GRP keel stub with nickel aluminium bronze bolts.
- A stainless steel rudder stock is bonded to the rudder, which has a substantial GRP blade, foam filled. This is fitted to a solid, protective skeg.
- The bottom pintle is attached by way of a through-bolted bronze heel casting.
- The rudder upper bearing has its own greaser and incorporates top and bottom roller bearings.
- The top of the rudder stock terminates at deck level and is covered by a stainless steel screw-in deck plate. This is for the use of a stainless steel emergency tiller, which has stowage provided within the lazarette locker.

Machinery

Engine & Gearboxes:

- A single Perkins/Sabre M185C, 6-cylinder, turbo-charged, diesel engine of maximum

potential power of 136kW (187hp) at 2,100rpm is fitted.

- The gearbox is a ZF63A gearbox, which gives a reduction of 2:1.
- A Halyard Marine GRP exhaust water separator and GRP waterlock system.
- Aquadrive couplings at the inboard end of the shaft to allow the engine to be flexibly mounted and to reduce noise and vibration.
- Two Racor model 500 FG fuel filter/water separators with warning lights at the electrical panel for the engine and generator fuel supplies which are specifically designed to remove water from the fuel system by a centrifuge action. They have water traps and drain cocks for generator and main engine.
- Fire flaps with remote release for all engine air inlets and outlets.
- Inline switchable priming fuel pump.
- Exhaust temperature alarm.
- Speed seal fitted to engine raw water impellor.

Maintenance & Performance:

- Engine Hours: 5,300 as at November 2015
- Oil changed in accordance with the manufacturers' recommendations.
- Compression tested as new in 2014.
- Injectors inspected in 2015.
- Engine fuel consumption 7 to 10 litres per hour.

Propulsion & Steering:

- Twin custom GRP steering pedestals with inset carbon faced panels and a flush-mounted SIRS Marine Major 150mm diameter compass with internal lighting and a stainless steel grab rail. 1 pedestal has a mechanical single lever engine control
- Whitlock Mamba torque rod linkage system to the pedestals each with a 1.168m (46") diameter Mini-Maxi type stainless steel wheel leather covered with friction brake, and three bearing pedestal steering unit.
- The emergency tiller arm is in the lazarette locker with an easily removable access panel

- Brunton Folding propeller with spare Brunton fixed propeller mounted under aft berth
- Tides Marine shaft seal, with a spare seal kit installed on line on the propeller shaft.
- The stainless steel propeller shaft can be withdrawn from the outboard end to facilitate maintenance and has an anode and Ambassador ropeclutter.
- Max Power CT300 18 HP **BOWTHRUSTER** (electric) with spare thruster gear box. Bow thruster rebuilt in 2014.

Electrical Systems

Voltage Systems:

- The yacht's DC electrical supply is 24v with a bank of batteries giving 840 amp hours (approximately) at 24v for the domestic supply
- These batteries are Rolls Surette heavy duty 'deep-cycle' replaced 2014.
- All DC electrics are connected to a circuit breaker system in a central panel fitted with an acrylic hinged door situated in the aft accommodation corridor area.
- Mastervolt Alpha Pro regulator and Mastervolt BTM1 and C3-RS charger controller also acting as a voltmeter, ammeter and ampere/hour meter accurately monitors the ship's domestic batteries.
- 220 volt and 110 volt ring mains throughout boat, with grey sockets with Vimar surrounds. Multiple power outlets in each cabin, galley, saloon and navigation station.

Battery Banks:

- Power from a separate pair of 12v Varta 588-033-044 batteries, wired in series to give 24v, rated at 640 cold-cranking amps is devoted to engine starting., these are also rated to power bow thruster.
- There is also a separate 12v Varta battery rated at 640 cold-cranking amps devoted to generator starting with separate 12v alternator.
- All batteries are positively secured against inversion in the case of a knockdown. All battery stowage areas are vented to the exterior of the vessel.
- Heavy-duty battery switches are located near to the batteries, keeping cable runs as short as practical.

- All batteries can be paralleled to boost cranking power for engine.

Battery Chargers:

- Charging of the engine start batteries is via the engine manufacturer's standard 40 amp, 24v alternator.
- Charging of the house bank from the engine via a Mastervolt 150 amp, 24v second engine alternator, linked to a Mastervolt Alpha Pro regulator to optimize charging rates and to protect from over-charging.
- In addition to alternator charging, the engine and house bank can be charged by 2 x Mastervolt Mass 24v 100 amp, heavy-duty battery charger, which runs on 220v from generator or shore power.
- 3 x Invertors to provide both 220/240 volt and 110 volt power.

Generator:

- **Onan 220vAC, single phase, 17.5kW, 50 Hz, 4-cylinder diesel generator, producing 80 amps at 1,500 rpm, fully-installed in manufacturer's sound shield, below the aft end of the saloon and accessed via a lift-up floor panel.**
- Hours approx. 3,600 as at November 2015
- The unit has a remote start/stop and instruments mounted on the AC electrical panel
- Generator fuel consumption is 3 litres per hour.
- Generator run time at anchor is 3 to 4 hours per day for battery recharging and water.
- Fuel tankage is sufficient to allow off grid generator operation for over 200 days, not allowing for engine hours.

Shore Power:

- 2 x 30 Amp power cables leading to two Hubbell sockets... in transom step locker. Dockside end of cables fitted with 3 pin 32 Amp plugs. Various pigtails supplied. One socket for house loads, second socket for Air Conditioning. Reverse polarity indicator in electrical panel.

Plumbing Systems

Fresh Water & Water Heating System:

- 2 x Calorifiers, one for forward cabins, and one for the galley and aft cabin with immersion heaters
- Hansgrohe mixer taps, with matching, pressure balanced shower hardware
- Cleghorn Waring AQM6 pump, a pressure accumulator tank, polypropylene pipe work and fittings.
- On demand hot water recirculation system to encourage water efficiency when waiting for hot water. On demand switch located in each head and in galley.

Seacocks:

- Saltwater intakes have 2 bronze manifold systems in the main bilge area fed by 2 x 50mm strainers and seacock's
- All seacock's are quarter-turn, de-zincification resistant (DZR) copper ally reinforced ball valves, with bronze through-hull fittings.
- The main engine and generator exhausts each have a GRP standpipe.

Watermaker:

- Seafresh Water Maker with capacity up to 160 litres per hour, with upgraded membranes (2013).
- This meets daily water demand for the crew during the run time required for the generator to recharge batteries daily.
- High pressure pump is in the engine room minimizing noise whilst running

Bilge Pumps:

- The bilges throughout the vessel are limbered into one deep main central sump.
- Electric bilge pump Par 34600 with Par hydro air switch.
- 2 x Henderson MkV manual bilge pumps (rated at 135lpm) operated from the cockpit and in passageway adjacent to engine room.
- Each bilge pump is fitted with a Whale type strum box

- Engine driven bilge pump.
- Bilge pumps in main cabin, lazarette and bow sail locker.
- High water alarms and bilge pump cycle counters for each compartment.
- Manual bilge pumps located in cockpit and in passage sole adjacent to engine.

Tankage

- Fuel and water tanks are coupled to a tank tender contents gauge.

Fuel:

- Fuel supply is from 3 GRP tanks and a day tank totalling approx. 2,380 litres (748 US gallons) located under port forward cabin, and to port and starboard side of the main saloon, with the day tank on the port side of the main saloon
- Fuel capacity allows for approximately 1800 miles plus a 10% reserve, easily allowing an Atlantic crossing without refuelling assuming reasonable winds.
- Polyvent 240mm diameter removable screw-down inspection covers with O-ring seals to facilitate periodic maintenance.
- Each tank has its own remote deck filler and back-up dipstick.
- Fuel and water tank deck fillers are surface mounted in the side decks, one pair each side.
- GRP tanks are coated internally with inert gelcoat and are fitted with baffles and breathers.
- Upgraded fuel handing system that permits fuel transfer in any direction between all tanks, and fuel cleaning/conditioning via integrated high capacity filters.
- Custom fuel transfer pumps and engine fuel pump.

Fresh water:

- Water supply is from 2 GRP tanks totalling 731 litres (193 US gallons) installed under starboard forward cabin
- The tanks are treated with inert gelcoat, fitted with baffles and provided with Polyvent covers. Each tank is filled from a remote deck filler and fitted with a back-up dipstick.
- The tanks are connected via a link pipe and shut-off valves.

- Both tanks have breathers.

Grey/Black water holding tanks:

- There are 4 welded polypropylene grey water tanks – 1 x for each head and 1 x for the washing machine.
- The tanks are fitted with a Rule mercury float switch and a Whale ‘Gulper’ pump, to give automatic evacuation of all showers and washbasins.
- The galley sinks pump directly overboard via two independent electric Jabsco 18590-2094 macerator pumps, manually activated.

Gas System:

- Supply line pipe size 15mm seamless copper with regulator
- Solenoid shut-off valve is installed in the gas line with an illuminated LED rocker switch to operate it fitted in the galley.
- 1 x 13kg propane cylinder.

Navigation Equipment

- B&G H3000 CPU system giving – speed, depth and wind, the wind sensor is uprated to a ‘tall small’ unit displayed with a Monochrome GFD display, analogue wind and MOB button on the starboard pedestal, and Monochrome GFD display and analogue wind on the starboard pedestal
- Windex at masthead
- 4 x 20/20 displays at the companionway
- Monochrome GFD displays at the following stations – chart table, owners’ stateroom, port forward cabin
- Interphase 1180 Dual Axis (180°) forward looking sonar with display on the port pedestal. Furuno DFF1 deep lock sonar (1kW) linked to the Furuno Navnet system
- B&G Halcyon 2000 gyro stabilised compass for the ARPA system
- SIRS Marine Major 150mm compass on both pedestals
- Furuno Navnet III black box radar/plotter linked to 19” screen at chart table. There is a

- separate keypad/plotter trackball control
- Furuno Navnet III 12" waterproof display on the starboard pedestal
- Furuno Navnet III 8" waterproof display in the Navpod beneath sprayhood on the starboard side.
- Vasari PC at the chart table which can toggle to a plotter when the yacht is underway
- Furuno GP32 GPS display at chart table
- 4 x GPS antennas beneath GRP mainsheet cowls (2 x Furuno, AIS and MOB)
- Comar Class B AIS receiver with basic TX function
- Furuno NX300 Navtex at the chart table
- Simrad graphic autopilot unit on the port pedestal, together with a spare head unit.

Communications Equipment

- Simrad RS87 VHF with second station on the port pedestal and hailer function with a horn on the mast
- Furuno FS1 570 SSB with USA HAM frequencies and DSC antenna
- Wide copper stripe running from the chart table to the lazarette with 2 large grounding plates to provide an earth for the SSB. There are also backstay insulators
- Thrane and Thrane BGAN Sailor 500 Inmarsat system for worldwide phone and broadband internet.
- Hand held Iridium satellite phone.
- Yachtspot Wifi scanner.
- Yellowbrick tracker.
- Yachtspot wifi system so that personal devices can connect to the internet
- When out of cell phone range, the onboard PC can connect to internet through the Inmarsat BGAN system between 76 degrees north and south. Personal PC's can also connect via the yacht's wired ethernet to the internet via the Inmarsat system. The Inmarsat BGAN phone also serves as a backup GMDSS system by dialing 505.
- The phone and data connections over the Inmarsat system permit highly efficient internet and phone connections from any location in the world. There are 3 cordless phones that can be used for satellite calls via the Inmarsat phone.

Charts, Courtesy Flags:

- Unlock codes for all electronic charts for areas the yacht has sailed. These codes should

be applicable to future editions of updated charts.

- Paper charts and cruising guides available for much of the world by arrangement
- Courtesy flags for most countries that GUNDAMAIN has visited.

Domestic Equipment

Galley:

- 4 burner gas cooker and oven.
- 240 volt 2 burner induction hob integrated.
- Custom stove exhaust hood.
- Panasonic microwave.
- Quokka.
- Two under counter refrigerators, both capable of function as freezers.
- Large Freezer.
- Raritan ice maker in main saloon.
- Large volume cooler with baskets for drinks and food located inside cockpit table.
- Seagull drinking water system.
- Emergency hand operated fresh water pump.

Laundry:

- Miele washing machine (240 volt) located amidships
- Miele vented (240 volt) high capacity drier located in passageway between workshop and owner's cabin which vents to an outlet located in the starboard cockpit sheet locker which can be secured when at sea. This system allows rapid washing and drying of high volumes of laundry.

Heads/Showers:

- Forward and Aft heads - Sealand Fresh Water Vacuflsuh electric heads plumbed to in-line holding tanks.

- Port day head - Rarity Quiet Flush electric head switchable between Fresh and Salt water plumbed to an in-line holding tank.

Heating & Ventilation:

- Reverse cycle heating/ air-conditioning. Cruise Air 2 x 16,000 BTU condenser units for forward and aft cabins and 2 x self-contained 16,000 BTU units for galley and saloon.
- Separate Eberspacher central heating system.
- Ventilation to all living quarters is provided by 6 on-deck Dorade boxes with large-size, chromed brass/stainless steel cowls.
- Engine room exhaust fans are fitted.

Entertainment:

- Pioneer stereo FM radio/CD player fitted in a saloon locker with twin loudspeakers in the deck saloon headlining and fader control to a pair of water resistant cockpit loudspeakers.
- The main saloon has a TV to port that stows behind the settee.
- The starboard forward and the owner's cabin each have a TV and a DVD/Stereo player.
- The port forward cabin has a stereo player.
- There is a Sony Play Station unit for BluRay discs located near the saloon TV.
- The stereo unit in the navigation station plays music throughout the yacht
- Music server and Sonos sound system in the navigation station.
- Each cabin has plugs and inputs for iPods.
- Separate stereo for cockpit with 4 cockpit speakers. Cover plates for aft most cockpit speakers for use in storm conditions.

Lighting:

- Down light type halogen lights in polished chrome finish, with reading lights at each berth and over reading areas.
- Same lights fitted to hull port areas of the saloon, aft cabin and all 3 guest cabins as throughout the rest of the yacht.
- Saloon lights, aft and double guest cabin overhead lights are double switched

- Clipsal white or beige light switches and 220v sockets are used throughout.
- Lower spreader down lighters.
- Mast mounted foredeck light.
- Boom light for cockpit table.
- 2 lights mounted to stern pole, one for aft deck and one for swim platform.
- All deck lights can be remotely switched on using a hand held remote.
- Red night lights at floor level throughout.
- Extra engine room lighting.

Accommodation

Summary of Accommodation:

- GUNDAMAIN can sleep 3 in the aft owner's cabin, one in the crew cabin/workshop located starboard of the engine, 2 in the starboard forward cabin and 2 to 3 in the port forward cabin. Each sleeping cabin except the workshop/crew cabin has its own head and shower.
- All floor boards can be locked down or screwed down in position and those that provide access to the bilge mechanical pit and to the galley stowage area are also hinged and sprung. All boards are flush fitted, sealed with epoxy and set on rubber gaskets
- Bed panels below mattresses can be locked into place.

Joinery Style:

- Crown cut cherry joinery style with teak floors.
- Upholstered and padded panels for headboards and berth sides in the same light blue Alcantara as the saloon seats.
- Rolled edge, vinyl-covered mouldings for the saloon deck/coachroof carlin line.
- Lockers in heads and galley are white mica laminate and lower lockers in white.
- Lockers in the saloon and all upper lockers in cabins are timber-lined with removable outboard panels fabric covered.
- Hanging lockers are lined with cedar wood ply panels.

- Door furniture is by Timage with chrome hinges and handles.
- Hull ports are set into GRP liner mouldings.

Hatches, Windows and Ports:

- 1 x Main companionway hatch closed off by a vertical-sliding washboard of acrylic.
- 1 x Rondall Trapezium locking hatch, flush mounted and teak inlaid.
- 2 x Lewmar Size 60 – Medium Profile – recessed aft.
- 4 x Lewmar Size 54 – Ocean – recessed forward.
- 1 x Aft companionway to starboard, with a sliding, GRP hatch, with inset clear toughened glass panel and removable acrylic washboard.
- 7 x Alloy-framed, custom-made, black, deck saloon windows in toughened/laminated, smoked glass – 2 x forward windows to open, incorporating gas strut stays.
- The forward deck saloon windows are 17.5mm thick and side windows are 12mm. Inside frames are white.
- 7 x Alloy-framed, Gebo short, opening hull ports, with removable fly screens, in owner's WC, in aft and forward guest cabins, forward WCs and in the galley.
- 4 x Alloy-framed, Gebo long, opening hull ports, with removable fly screens, in the saloon and aft cabin.
- 1 x Alloy-framed Gebo short, opening port light, with removable fly screens, in the guest cockpit side opening into the galley.
- 2 x Alloy-framed Gebo coachroof ports in the coaming sides for the aft guest cabin and aft WC.
- Both the sail locker and the lazarette locker are fitted with flush teak laid hatches.

Description of layout:

GUNDAMAIN has 8 berths, in 4 cabins, without using the saloon for sleeping, with 3 heads and showers. Each cabin has a hanging locker and a mirror fitted.

The aft cabin is configured with a large double berth offset to port of the centreline, with reading lights and with under-berth drawers, a settee, dressing table and a pair of large hanging lockers, with good drawer and locker space. Outboard of the berth, to port and starboard are two bookcases. This cabin also has a companionway hatch entrance from the aft deck, via a deck hatch and a ladder offset to starboard. The aft cabin settee can be converted to a sea-berth with light blue Alcantara fabric – fitted with a lee cloth (which is white canvas, not blue). A door forward to port leads to the en-suite toilet and separate stall shower. The shower stall is lit. There are 2 large hanging file cabinets and a desk and seat with power outlets and wired internet outlets against the engine bulkhead and sound proofing on the cabin sole and aft bulkhead. There is a custom storage bin in the deck head and chart storage under the berth. There is a dedicated shoe stowage bin, shelves in the large starboard locker and fitted bedding and lee cloths. There is a wall fan, and a B&G slave readout on the port bulkhead and a TV above the desk on the forward bulkhead, and independent heat and A/C controls in the stateroom.

A door from the cabin leads into the passageway running forward beneath the starboard guest cockpit seat.

Forward of the master cabin, also accessed from a door leading off this passageway, is the crew cabin on the starboard side. This cabin is ventilated by a hull port that may be opened, when in harbour or at anchor, and an overhead coachroof port. This cabin is modified to delete the upper bunk berth. The lower berth is raised to provide a workbench surface when needed, and has extensive custom storage above and below for all boat manuals and many tools and spares. There is a large shelved locker for spares and clothes. There is also a custom compartment for slide out printer, fax, scanner and copier. There is a wall fan and independent controls for heating and air conditioning. There is a lee cloth on the single berth.

Centrally, to port in this passageway is the access to the engine room. The engine bearers form a self-contained sump to contain and prevent any oil spillage running into the main bilge area. The engine room is built of Barrifloor (or equivalent) sound insulating plywood and the entire area is insulated with a foam and barrier insulation using 60mm of foam with two layers of high-density polymer sandwiched between it. Access via three hinged doors located in the passageway through to the aft cabin. The engine room has 24v lighting and 2 x 100mm (4”) Jabsco blowers are installed and switched at the DC electrical panel, for extract. The two extract fans are ducted to removable cowls at the aft end of the aft coachroof. They are designed to be used to evacuate the hot air from the engine space after the engine has been shut down, not to run continuously.

Access to the deck saloon from the cockpit is via a set of teak timber steps, with timber and stainless steel handrails. A vertical drop-down smoked acrylic washboard is installed in a sealed

box, which drains to the bilge. Flush-fitting locks enable the washboard to be set at two different heights.

The saloon features a large, curved, I-shaped settee to starboard and a shorter curved settee to port in blue Alcantara with throw cushions. Central to the I-shaped settee a fixed table is installed that features a fold-over leaf, to substantially increase size, allowing full use of the seating on both sides of the saloon, for maximum table setting space. It can be easily used as a smaller, more casual, table when not dining. There are 2 aluminium chairs which can be used for comfortable dining for 8. A handrail is fixed to the inboard side of the upper table leaf, to provide a firm handhold for moving fore and aft through the saloon whilst at sea. There is a TV on a lift on the port side of the saloon and a Dolby 5.1 sound system. There is an icemaker on the port side. All the curtains were replaced 2015

The central pedestal for the table base houses a useful locker, with a shelf in the top. The lower part is fitted out for bottle stowage.

The Navigation station is to starboard of the companionway with a custom navigation seat (as normally found aboard a motor yacht) and with PC, Recording barometer and all instruments. Panels for 24 volt and 220/100 volt systems are just aft of navigation station. There is stowage for charts, books, instruments. There is a large wet locker located inboard of the navigation station under the companion way steps. This locker is naturally heated by the engine and/or generator.

Down 2 steps, aft of the saloon to port, the U-shaped galley provides a spacious, safe area to work in whilst at sea; it has been extensively customized with Custom Avonite worktops and splash back. There is good worktop space, a gimballed gas cooker, plentiful overhead lockers and twin sinks. Above the sinks an opening port light provides ventilation from the guest cockpit foot well. Aft of the cooker is a large, top-opening freezer box, fitted with two wire baskets. Forward of the cooker is one stainless steel front-opening refrigerators – the other is at the aft end of the galley. There is custom storage for provisions in baskets beneath the galley sole, all crockery, utensils and glassware has custom stowage. GUNDAMAIN is equipped with all the cooking implements and tools that a professional chef would require.

Two lockers provide safe storage for stowage of crockery and glasses.

2 steps forward to port lead down to a passageway forward, past the keel-stepped mast, to where three doors open into the forward accommodation. There is a provision for a privacy curtain to be placed in the passage near the mast so that the cabins forward can be screened off from the main salon.

To port is a day heads and shower compartment that is shared by the occupants of the port forward cabin.

Right forward, to port, is a 2 to 3 berth crew cabin. The lower berth in this cabin can be customized to be an outboard single or a full width double. The upper berth can fold down to provide a back rest in the event the cabin is used as a crew lounge, or can be raised above horizontal to maximize the interior cabin space. The cabin has two hanging lockers, a fold down desk unit, and lockers under the lower berth. There is a B&G slave unit on the forward bulkhead and a stereo head unit. This cabin has shares the use of the port head. The port head has two doors, one from the forward port cabin, and one from the passageway adjacent to the mast.

To starboard the third passageway door leads to a double guest cabin. This has a double berth customized to ensure maximum berth length, outboard locker, two large drawers and lockers under the berth, a hanging locker, TV and music system, fan and air conditioning and heating controls. There is a door to its own en-suite forward heads/shower stall.

Right forward, with access only via a deck hatch, the forepeak is simply fitted out as a sail store, with hull battens, a floor and an anodized alloy tubular rail, with canvas panel, to form a storage partition retaining sails and/or fenders to one side. If a door is fitted, this will be watertight.

There are grab rails at the companionway, the deck saloon deck head, the upper side of the folding saloon table leaf and at other locations appropriate to the layout, to give one secure handhold in each cabin and heads compartment, where appropriate. In addition the saloon, galley and aft cabins all features a shaped grab rail along the carlin rail.

Heads/Shower Compartments:

- Forward and Aft heads - Sealand Fresh Water Vacuflsuh electric heads plumbed to in-line holding tanks.
- Port day head - Raritan Quiet Flush electric head switchable between Fresh and Salt water

plumbed to an in-line holding tank.

- Each compartment is fitted out with a Sylmar white moulded washbasin under-mounted to an Avonite laminate surface.
- Hansgrohe quality mixer taps and pressure balanced showers are installed, together with a matching heated towel rail, toothbrush holders, soap dish and WC roll holder.
- A mirror is installed in each WC
- A hinged, glaze door is fitted to each standard shower stall.
- Custom fold down seat in shower.
- Custom soap/bottle basket in shower.
- Forward starboard head has a pull out drying rack in the shower stall.
- All heads have the light switch inside the head to avoid waking others at night when door is opened.

Cockpit

- The cockpit is split into separate steering and guest/crew areas.
- The aft cockpit has a clear central walkway through between twin wheels, giving excellent access from the main companionway to the helm positions and to the aft deck.
- The guest cockpit is over 2.80m long (9'5") and self-drains through four 38mm (1 1/2") diameter cockpit drains.
- The guest and helmsman's cockpits are both open to the aft deck, allowing any large quantity of water to drain quickly aft back to the sea.
- The portside helm seat includes a rope tail locker with a hinged lid. Stowage of the mainsheet tail is thereby possible, to tidy up the cockpit working area.
- Both helm stations have a permanent backrest cushion fitted on a curved SS tubular frame.
- The guest/crew cockpit features a permanently installed, teak-topped table with fold-down leaves and an insulated, top-opening GRP box.
- It is held in a robust stainless steel frame incorporating fore and aft foot bars.
- These bars provide useful support for crew when the yacht is heeled.

Deck Equipment

Rig:

- **Hall Spars carbon mast** and aluminium boom with custom wide side shelves with fully battened mainsail and cutter configuration Three sets of streamlined, aluminium, tapered spreaders, pinned to a fabricated spreader base. Spreader tips to accept discontinuous rod rigging stainless steel tip-cups. 2 folding mast steps at top of mast.
- Mast unstepped and all fixed and running rigging inspected and replaced as needed in 2015 by Pro-Rigging, Palma.
- Mast and spartight seal replaced in 2015.
- Rod rigging (fully replaced in 2015).
- Two main halyards, with principal one having 2 for 1 purchase.
- Stowable lazy jacks.

Note: Mainsail track was originally North switch track. The short switch section of track is currently replaced with a standard track section to allow for easier reefing. The original switch track could be refitted if new owner wants to have a slightly lower profile to the forward section of the flaked main.

- Spare batten located inside the boom cavity.
- Running rigging for spinnaker.
- Spinnaker pole mounted on mast.
- Mast steps to first spreaders, foldable.
- Permanently preventer pad eyes at mid boom and boom clew end for use on all points of sail.
- Running back stays.
- Oversize winch for main sheet line handling.
- Electric furlers for each headsail.
- All running rigging in excellent condition.
- Storm trysail track on mast.

- I: 86'7" / 26.40m.
- J: 24'8" / 7.52m.
- P: 76'3" / 23.25m.
- E: 28'3" / 8.60m.
- A clutch is provided port and starboard for genoa car towing line.

Winches:

- 2 x Lewmar 77 CEST three-speed, electric, chrome, self-tailing primary winches, on the guest/crew cockpit coamings.
- 2 x Lewmar 65 CST two-speed, manual, chrome, self-tailing, secondary winches on guest/crew cockpit coamings.
- 1 x Lewmar 65 CEST two-speed, electric, chrome, self-tailing mainsheet winch to port abaft the helmsman.
- 1 x Lewmar 46 CST two-speed, manual, chrome, self-tailing traveller control line winch to starboard abaft the helmsman.
- 1 x Lewmar 54 CST two-speed, manual, chrome, self-tailing reefing control line winch fitted beneath the gooseneck, on the aft face of the mast.
- 1 x Lewmar 65 CEST two-speed, electric, chrome, self-tailing, mainsail halyard winch fitted on deck (manual main halyard winch fitted on mast in lieu of this winch and the reef line winch, for the in-mast furling rig option).
- 1 x Lewmar 65 CST two-speed, manual, chrome, self-tailing, genoa and staysail halyard winch fitted on the mast.
- 3 x White PVC winch handle pockets – 2 x in cockpit and 1 x on mast.
- Custom stainless deck rails port and starboard outboard of mast base winches.
- All winches are nonstandard stainless steel Lewmar.
- All deck switches for furlers, electric winches and windlass replaced with latest versions.

Sails:

- Sail Area with 150% Foretriangle – 2,841sq ft / 264.0sq m.

- Slab reef fully battened spectra main (North Sails) with four reef points. Excellent condition.
- Spectra Genoa and Staysail by North Sails, both in excellent condition.
- Asymmetrical spinnaker by North Sails, in excellent condition.

General:

- The stern design incorporates a recessed platform, which is especially useful for bathing and boarding and is finished with laid teak. This area includes custom a fold-down stainless steel bathing/boarding ladder with sliding locks to hold it fully extended in the deployed position incorporated into the transom for easy access to the stern deck.
- Stern shower and salt water outlet.
- Transom grab handles to port and starboard for use when on swim platform or when boarding dinghy.
- Stainless steel pulpit with fitting for passerelle. Stanchion tubes are 32mm (1 ¼”) diameter.
- Stainless steel stern pulpit with gate for and ensign staff socket.
- 760mm (30”) stainless steel stanchions and bases with double stainless steel wire guardrails.
- Stainless steel chain plate assemblies.
- 4 x Pairs of custom fairleads/cleats.
- 1 x Pair of custom aft fairleads mounted at transom.
- 2 x Pairs of 203mm (8”) stainless steel cockpit cleats for sheets.
- 4 x Dorades forward, two aft – all fitted with stainless steel guards.
- Pair of stainless steel mast guards.
- Pair of stainless steel amidships Dorade guards, incorporating tank breathers.
- Stainless steel hinged ladder, with safety drop-nose retaining pin, on bathing platform.
- Stainless steel cockpit table framework incorporating foot bars.
- Stainless steel back and handrail for helm seats.
- Deck fillers for 3 x fuel and 2 x water.
- Bow locker with oversize flush trapezium shaped door.

- Storm boards for all side saloon windows and for the forward saloon windows stowed in Lazarette.
- Fold down side boarding gates port and starboard.
- Access ladder in forward sail locker is designed to also attach to side boarding gates when needed to allow for man overboard to climb aboard from side of vessel.
- Cockpit table with cooler has four folding leaves allowing up to 8 to be seated comfortably for a meal.

Anchoring & Mooring Equipment:

- Custom over size stainless steel stem head fitting with twin bronze rollers, one roller design to stow a 48kg (105lb) CQR anchor – though currently fitted with a Rocna.
- The 48kg (105lb) CQR anchor stows in the stem head fitting.
- 100 metres of 12mm (1/2” approximately) calibrated, galvanized chain is fitted to match the windlass.
- The chain is fastened at its ‘bitter end’ to a through-bolted pad eye with a substantial lanyard.
- A nylon chain relieving strop is supplied. This must be used to relieve the windlass shaft of the load of the yacht, once anchored.
- Oversize anchor winch (as on Oyster 725).
- Oversize Rocna anchor, regalvanized in 2015.
- Snubber permanently attached to pad eye below stem head.
- Loose second snubber.
- Spare anchor, chain and line in bow locker.
- Salt water wash down in anchor locker.
- Remote windlass operation from both wireless hand held unit and helm station.
- Windlass deck switches located to port side of deck to allow clear sight line from port side helm station to foredeck crew.

Note: Extensive upgrades to deck cleats as follows:

- One oversize fixed cleat mounted port and starboard at bow
- Two folding deck cleats mounted inboard aft of windlass
- Fairleads on toe rail each side near bow
- Two standard mid ships folding cleats on each side for spring lines (four total)
- One aft quarter folding cleat on port and starboard for stern lines (two total)
- Four oversize fixed cleats mounted above transom, two to port, two to starboard
- Many mooring lines, including two 100 metre floating mooring lines in bags

Covers, Canvas & Cushions:

- Large fold-down sprayhood fitted over custom stainless steel hoops, which stows neatly into a trough in the deck saloon roof.
- Modified very low profile stack pack with zippered sail cover.
- Custom seats on pushpit rails.
- Custom Full length cockpit Bimini.
- Custom Helm Bimini.
- Custom dodger.
- Pale blue seat cushions for all deck and cockpit seats.

Tender & Outboard:

- Heavy duty Achilles inflatable tender with aluminium floor and with Yamaha 20 HP outboard.
- Dinghy mount on deck forward of mast with deck tie down points.
- Dinghy and outboard stow in bow locker for ocean passages or rough weather.
- Customized outboard mount in bow locker.
- Spare 5 hp Honda outboard on mount in lazarette locker.
- It would be easy to design and install a cradle on the foredeck to facilitate stowage of a rib on the fore deck.

- It should be possible to retrofit davits utilizing the existing davit webs in the lazarette locker.

Safety Equipment:

- Extensive deck and cockpit folding pad eyes for safety harnesses and safety lines.
- Pad eyes to allow helm to be lashed.
- Full set of deck mounted jack lines.
- Crew overboard monitoring and AIS system.
- Two life rings and lights, and crew overboard pole.
- Two 8 man SOLAS life rafts, require annual inspection each April.
- Life jackets.
- Mob-i-lert crew overboard system.
- Flares, emergency beacons.
- See Me Radar transponder.
- Passive radar reflector.
- Torches in each cabin.

Fire-fighting equipment:

- An FM200 automatic fire extinguisher with remote light, of appropriate capacity for the volume of the engine/generator room, is installed.
- A fire blanket is fitted about the inboard galley counter.
- Fire extinguishers in each cabin.

Исключения

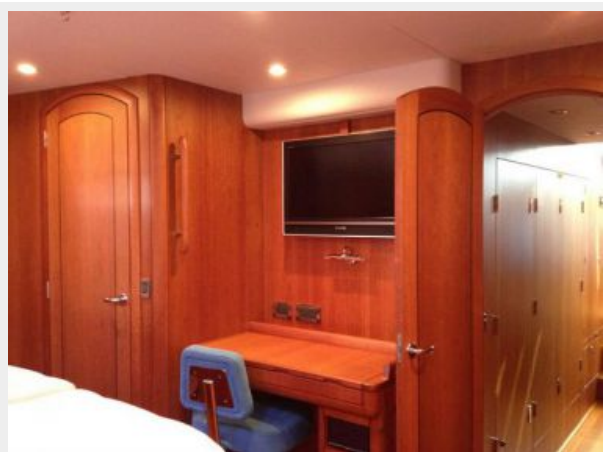
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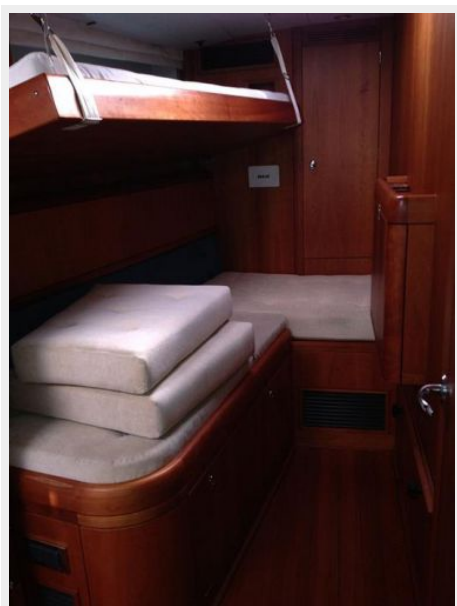
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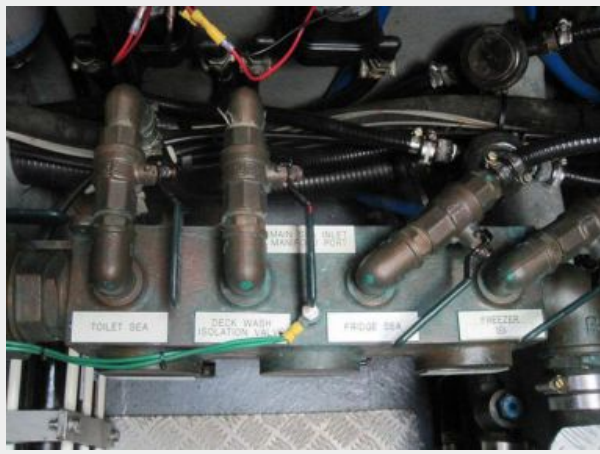
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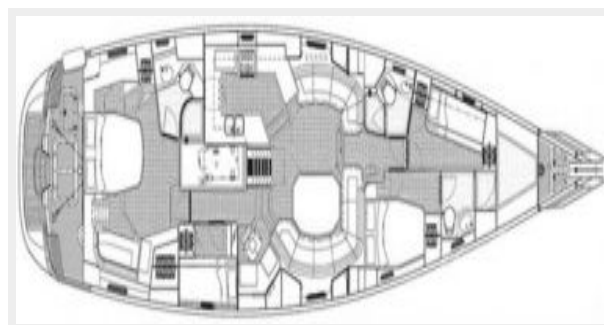












КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

Контактная информация

Email: andrey@shestakovyachtsales.com

Web: shestakovyachtsales.com

Телефоны

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

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

Время работы

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

Воскресенье: **Закрето**

Адрес



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