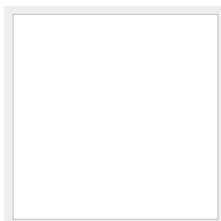


FAR NIENTE — TAYANA



Судостроитель: TAYANA

Год постройки: 1983

Модель: Center Cockpit

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 55' 0" (16.76m)

Ширина: 16' 1" (4.90m)

Мин. осадка: 5' 4" (1.63m)

Макс. осадка: 10' 4" (3.15m)

Крейс. скорость: 8 Kts. (9 MPH)

Макс. скорость: 10 Kts. (12 MPH)

Купить **Far Niente — TAYANA** 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 **Far Niente — TAYANA** 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

“Far Niente is one of the few Tayana 55's I know of that has a centerboard. With a draft of less than 6 feet and her cutter rig, Far Niente is a perfect blue water cruiser. In the past nine years, the current owners has spent seven in the Bahamas and in the Caribbean. For some of this time, Far Niente has had professional crew of one engineer who has faithfully attended to the vessel’s every need. But crew is not required to operate Far Niente.

The yacht has also had terrific upgrades in the last few years. Mechanically and electrically, this vessel should be considered a more recent model. The last set of upgrades included rebuilding the Perkins 6-354 135 hp diesel engine (2015), rebuilding the genset (2014), replacing all three air conditioning systems (2015), stunning paintwork (hull and topsides 2014), new refrigeration system (2015), rebuilding of the transmission (2015), rebuilding the bow thruster unit (2015), and so much more!

Far Niente has no teak decks except in the cockpit! She also features three private staterooms and three full heads, which is great for the owner who plans to have company.

Far Niente is realistically offered at \$175,000 and offers are encouraged.

Основная информация

Тип судна: Center Cockpit

Подкатегория: Sloop

Модельный год: 1983

Год постройки: 1983

Страна: United States

Размеры

Длина общая: 55' 0" (16.76m)

Длина по ватерлинии: 45' 11" (14.00m)

Ширина: 16' 1" (4.90m)

Мин. осадка: 5' 4" (1.63m)

Макс. осадка: 10' 4" (3.15m)

Длина привального бруса: 55' 0" (16.76m)

Скорость, вместимость и масса

Крейс. скорость: 8 Kts. (9 MPH)

Крейсерская скорость поворота: 1350 Kts.

Дальность на крейсерской скорости: 1000

Макс. скорость: 10 Kts. (12 MPH)

Макс. скорость поворота: 1900 Kts.

Водоизмещение: 48000 Pounds

Вместимость воды: 100 Gallons

Вместимость сточного бака: 20 Gallons

Объем топливного бака: 225 Gallons

Размещение

Всего кают: 3

Всего коек: 3

Всего ком. состава: 3

Корпус и палуба

Материал корпуса: Fiberglass

Информация о двигателе

Двигатели: 1

Производитель: Perkins

Модель: 6-354

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

VESSEL WALKTHROUGH

The master stateroom aft is full width with a centerline walk around queen berth. Night stands and custom bookcases are on both sides. A vanity and stool are on port side. A 6-foot long settee on starboard side could be useful as a sea berth. There is ample storage with a large hanging locker and additional cabinets on the forward bulkhead. The master's head is ensuite, and has a separate shower stall and many storage drawers and compartments.

There are two guest staterooms forward, each with an ensuite head. The port stateroom has a double berth with drawers under. The head for this stateroom is forward. The starboard stateroom has a double lower berth and a single upper berth. The head for this stateroom is aft, and also functions as the day head with convenient access from the salon. There are drawers under the berths, and hanging lockers in both guest staterooms.

The main salon has an L shaped settee to port with seating for 5 or 6, and a beautiful triangular dining table. Aft on port side is a bar and counter with storage lockers below. There is also a custom made locker in the main salon.

The navigation station is on the starboard side of the salon. The master stateroom is aft, and the guest staterooms are forward.

Galley and Water Systems

• (3) Groco K electric heads • Grunnert 110 VAC refrigeration compressor/condenser for the holding plates in the galley refrigerator and freezer (2011) • Cutlery, dinnerware, pots, pans and utensils • Single stainless steel sink • Formica countertops • Blender • Coffeemaker • Clothes washer/dryer (2006) • Pressurized fresh water • Dockside fresh water • (3) Interior showers, (1) with separate stall • Top and side opening fridge • Force 10, propane 3 burner stove with oven/broiler • Deck shower • Top opening freezer • Double stainless steel sinks • Microwave oven (2012) • Toaster (2012) • Food processor • Ice maker (2015) • Water heater • Water maker with 3 membranes Complete service in 2015

Electronics and Navigation Equipment

• Autohelm ST7000 hydraulic autopilot with type 3 linear drive, interface for navigation system

and wind vane • Furuno GP37WAAS GPS • Autopilot control stations at the navigation desk and the helm. • Autohelm SeaTalk instruments under dodger for wind speed/direction, boat speed, and depth (2013) • Autohelm MultiData at the navigation station • ICOM M80 VHF radio • VHF secondary radio • ICOM 710 SSB radio • Toshiba television (2007) with DVD player (2011) • ICOM M710 Single sideband radio and automatic antenna coupler • Furuno model 1832 radar, 36-mile range, 4kw power. • ViewSonic computer display • TankTender level gauge • Sony stereo radio (2011) with Sony speakers (2012) • Chelsea clock and barometer • Furuno NAVNET VX2 chartplotter integrated with radar (2006) • Quantum GX2360S with remote at helm/ VHF radio • Rudder angle indicator • Compass

Electrical Systems

• 12 Volt DC, 110 Volt AC • 8 KW Westerbeke diesel generator with 2700 hours • 2 KW Xantrex Freedom 20 marine inverter/charger • (2) 8D Gel cell batteries dedicated to the inverter / house service • (2) 8D Gel cell batteries for house service (2011) • (2) Batteries for bow thruster (2013) • (1) Battery for windlass (2013) • Group 27 start battery for generator set • (2) Group 27 start battery for main engine (2011) • 120-amp DC Powerline alternator on the main engine • 50-amp 220 volt shore power cable

SAILS and RIGGING

She is currently rigged as a sloop, however there is provision for a staysail, with a self tacking Harken traveler to sheet the staysail. • The mainsail luff has Harken Battcars, and with 6 full battens, the mainsail easily stowed in lazyjacks on a Broadway boom with extensions on both sides. The mainsail sheets with 4 part tackle to a Harken traveler mounted aft of the cockpit with Lewmar 48ST winches on either side of the traveler. • The main boom has a 4 to 1 outhaul, and there are 3 slab-reefing points. • The Lewmar 48ET electric main halyard winch is mounted portside under the dodger. The topping lift and outhaul also lead to this electric winch. Reefing lines lead to a Lewmar 43 winch through sheet stoppers on the starboard side under the dodger. • The main boom vang is Navtec hydraulic, controlled from the helm. (hydraulics including all fittings and lines serviced in 2013) • The genoa is on Harken MK 3 roller furling gear. The headsail sheets lead to adjustable Harken cars on tracks on the side decks and then aft to 6 inch Harken #733 double foot blocks. (base unit replaced 2011) • Primary genoa winches are Lewmar 65 ST. • Additional pair of Lewmar 42ST winches are available for secondary use such as staysail or spinnaker sheets. • There are two additional Lewmar 46ST winches on deck at the base of the mast. • The new mast and boom installed in 1999 was designed by Bruce Marek and built by JSI. The mast section is JSI 7512 and the boom section is JSI S221 with side extensions. • All new standing rigging was installed with Stay-Loc fittings top and bottom. • Headstay, backstay, forward and aft lowers, are all 7/16 1x19 type 316 stainless wire.

(hydraulics and all fittings and lines serviced in 2012) • Halyards are all ½ inch Sta-Set X comes with extra set of main jib sheets

Deck and Hull

TEAKLESS DECKS!! These decks are painted fiberglass with a beautiful nonskid pattern and look better than any factory nonskid decks. Stainless steel bow pulpit and stern push pit with double lifelines on the side decks. There are convenient boarding gates on both sides and aft to the sugar scoop swim platform. • Eight opening Lewmar Atlantic hatches provide lighting and ventilation below. Additional lighting is from 8 deck prisms. (Replaced 2012) • Cockpit awning • Cockpit table • Life jackets • Vented propane locker • Propane tank • Fenders and docklines • Dinghy davits • Swim platform with ladder • Delta anchor with 200 ft of chain • CQR anchor with 200 ft of chain • Bow anchor rollers • The Muir Jaguar MH2500 horizontal windlass has two gypsies each with a chain/rope drum. • Caribe 11 foot RIB dinghy (2008) • Bow pulpit and rails • Side stanchions and lifelines • Bimini • Dodger • Deck wash down system • Docking lights (transom) • Navigation lights • Spreader lights

Mechanical Equipment

The heavy ballasted centerboard significantly enhances sailing performance and stability with a draft of 10 feet. The centerboard is easily retracted with a Ramsey REP5,000 (1999) 12 volt electric winch, reducing the draft to 5 feet 4 inches. • Muir Jaguar horizontal electric Windlass model MH 2500 with chain/rope drums. • (3) Rule electric bilge pumps • (1) Rule electric bilge pump • Bow thruster • (3) Cruisair units (2015) • (2) Fuel filters • Raw water sea strainer • Fuel shut off • Borg-Warner transmission (2014) • Manual wheel steering system • USCG safety package • Fire extinguisher • Emergency tiller

Remarks

From 2006 when purchased by her current owner; A major interior refit was just completed by Nautic & Co. at LMC in Ft. Lauderdale. New stainless steel water tanks and new sole in the main salon. This beautiful vessel does not show her age. 'Far Niente' had an extensive refit in 1999 at Bennett Brothers in Wilmington North Carolina. Documented expenses for the refit exceeded \$375,000. It includes new mast and boom, new Doyle sails, new chainplates, new tierods, new fiberglass nonskid decks, new windlass, new deck hatches, new hull ports, new galley stove, new Groco electric heads, new Lewmar electric halyard winch, new Awlgrip hull paint, new

mainsheet traveler, new genoa lead tracks and blocks, new autopilot, new radar, new electrical panels, new refrigeration, etc. This refit was so extensive that a buyer should consider this vessel to be comparable to one built in 1999.

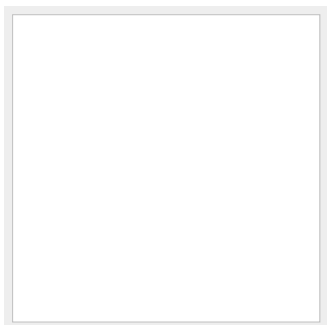
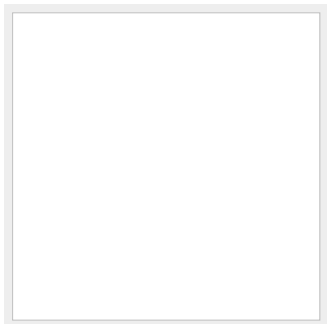
Исключения

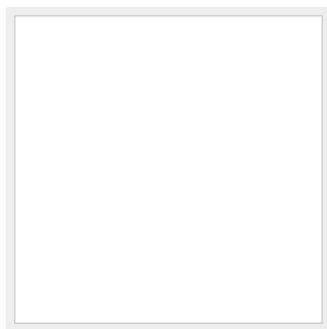
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ФОТОГРАФИИ





КОНТАКТЫ

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Время работы

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

Воскресенье: **Закрыто**

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