

## ODIN — NAUTOR'S SWAN



**Судостроитель:** NAUTOR'S SWAN

**Год постройки:** 2008

**Модель:** Cruising/Racing Sailboat

**Цена:** ЦЕНА ЯХТЫ ПО ЗАПРОСУ

**Местонахождение:** Spain

**Длина общая:** 91' 0" (27.72m)

**Ширина:** 21' 3" (6.46m)

**Мин. осадка:** 14' 2" (4.30m)

**Макс. осадка:** 14' 6" (4.40m)

**Крейс. скорость:** 11 Kts. (13 MPH)

Купить **ODIN — NAUTOR'S SWAN** 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 **ODIN — NAUTOR'S SWAN** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

# ОГЛАВЛЕНИЕ

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# ХАРАКТЕРИСТИКИ

## Обзор

### COMMENTS

Odin is now offered for sale on the brokerage market after a complete performance optimization including an impressive new inventory of regatta sails and numerous upgrades on her deck and systems to make her even faster around the race course.

Constructed in carbon fibre and featuring a spacious four cabin interior, Odin has been maintained by a professional crew and subjected to a rigorous maintenance program. She is presented in better than new condition and offered at an exceptional price.

Currently based in Mallorca, contact for additional information or to arrange a visit.

### HULL & APPENDAGES

#### Construction

The hull is a foam cored carbon fiber construction with aramid and carbon fibre reinforcements built in a female mould using epoxy resin. The top sides are of sandwich construction. The bottom laminate from the waterline down is monolithic. The structural bulkheads are of pre-preg foam cored carbon sandwich construction laminated to hull and deck.

The composite chain plates are built using wet epoxy and unidirectional carbon fibre straps laid over stainless steel bushings. The chain plates are post cured according to resin manufacturer's recommendations. The carbon fibre main shroud and split backstay chain plates are attached to the hull structure.

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#### Finish

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">The topsides are painted in Awlgrip Snow white with dark grey metallic cove and boot stripes. Below the waterline, the boat is finished in black antifouling, Micron 77 most recently applied July 2015.

#### Keel

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The ballast bulb is lead casting with 4.5 % antimony and attached to a Weldox 900 steel fin. The keel is attached to the hull with AISI 329 bolts. The fin is faired using templates to a tolerance of +0/-3mm.

## Rudder

The rudder is supplied by Isotop and built using carbon fibre/epoxy skin on a foam core, with a tubular carbon fibre stock. The lower tip of the rudder is designed to break before the stock. There is also a weed deflector in front of the rudder. The rudder is supported by two self-aligning bearings supplied by JP3. The lower bearing has double seals to prevent leakage. There is a lightweight aluminium steering quadrant bolted to rudderstock.

## Steering System

Two custom built composite pedestals with compass, navigation and sail control systems. There are two 1200 mm clear-coated carbon composite wheels, which can be independently disconnected.

## Transom Hatch

The transom door doubles as a bathing/boarding platform. carbon fibre pre-preg construction for maximum stiffness. There is 9 mm teak on the topside. The door is hydraulically operated by two custom-built stainless steel rams. Two stainless/teak ladders, one to provide access from deck to the platform, the other a swimming ladder. Hot/Cold water shower on swim platform

## DECK

### Deck Construction

Infusion moulded carbon fibre / epoxy deck laminate. Core cell foam core with high density core under the deck fittings. Coaming and coach roof is painted white using Awlgrip paint system, colour Snow white RAL # 9003. Coaming stripe is painted in dark grey metallic. Laid teak 65 x 9 mm nominal thickness, quarter cut, battens on side decks, coamings and cockpit sole glued and vacuum bagged.

Storage for the sails and equipment in the bow locker. Floorboards are of lightweight composite construction. The topsides are faired and top coated. Lazarette aft with storage space for inflatable tender and other equipment

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## Sail Handling Hardware

Harken C7056 150 mm single foot blocks on side deck for genoa sheet lead

Custom Harken genoa sheet cars

Custom reinforced inhauler system on hydraulic ram

Seven Harken C6355 Halyard lead blocks

Four Harken 150 mm single blocks for runners and gennaker sheet

Six Spinlock ZS jammers for halyards on deck close to mast – upgraded to ceramic jaws in 2015

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## Winches

All winches are hydraulically driven via the hydraulic main ring system and connected to the valve blocks with flexible hoses.

<p class="MsoListParagraphCxSpFirst" style="text-align:justify;text-justify:inter-ideograph; text-indent:-18.0pt;mso-list:l9 level1 lfo2">· Two Harken B1130 primary winches in cockpit <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify:inter-ideograph;text-indent:-18.0pt;mso-list:l9 level1 lfo2">· One Harken B1130 Mainsheet winch <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify:inter-ideograph;text-indent:-18.0pt;mso-list:l9 level1 lfo2">· One Harken B990.3 halyard winch near the mast <p class="MsoListParagraphCxSpLast" style="text-align:justify;text-justify:inter-ideograph; text-indent:-18.0pt;mso-list:l9 level1 lfo2">· Two B1111 halyard winches near the mast

One captive Lewmar LMS 77 mainsheet winch, not currently installed

Lewmar vertical 4000 hydraulic windlass installed in anchor locker on foredeck

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## Deck Equipment

Hydraulically operating Titanium anchoring arm for stowing the bow anchor in deck locker. The controls are on the same remote as the windlass. The pulpit and push pit are 610 mm high with

spacing according to ISAF/ORC requirements and made of a Ø 32 mm stainless steel tube. The aft pulpit has gates for easy access to bathing platform / gangway.

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### Cleats and fairleads

There are eight 400 mm Versari & Delmonte Aluminium pop-up mooring cleats; two on fore deck, four amidships, four aft. Custom Nautor Fairleads integrated into toe rail, two forward, four amidships and two aft.

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### Hatches

Nautor custom made flush mounted tinted acrylic hatches with gutters and frames in white painted composite. All hatches are supported by gas cylinders. Sizes are for clear openings.

Square deck lights, one above the passage forward of the mast and one above the nav. desk

<p class="MsoListParagraphCxSpFirst" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l5 level1 lfo10;tab-stops:list 0cm">· Two hinged 500x390 mm above guest cabin <p

class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l5 level1 lfo10;tab-stops:list 0cm">· Two hinged 500x500 mm above saloon <p

class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l1 level1 lfo3;tab-stops:list 0cm">· Two hinged 360x250 mm above aft guest bathrooms <p

class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l1 level1 lfo3;tab-stops:list 0cm">· Two hinged 500x500 mm above Owner's cabin <p

class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l1 level1 lfo3;tab-stops:list 0cm">· One hinged 500x390 mm above owner's bathroom <p

class="MsoListParagraphCxSpLast" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l1 level1 lfo3;tab-stops:list 0cm">· Two hinged 360x250 mm above crew cabin <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none">

### Teak covered hatches

<p class="MsoListParagraphCxSpFirst" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l0 level1 lfo4;tab-stops:list 0cm">· One hinged hatch to anchor stowage and windlass <p

class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l0 level1 lfo4; tab-stops:list 0cm">· One hinged 800x800 mm to sail locker <p

class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l0 level1 lfo4; tab-stops:list 0cm">· One hinged 800x800 mm to lazarette <p class="MsoListParagraphCxSpLast"

style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l0 level1 lfo4; tab-stops:list 0cm">· Two hinged 650x550 mm to lazarette stowage <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

## Portholes

There are six Goiot Cristal 43-18R openable tinted acrylic portholes in coamings, flush mounted with white painted aluminium frames.

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style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l4 level1 lfo5; tab-stops:list 0cm">· One in starboard aft guest

bathroom <p class="MsoListParagraphCxSpLast" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l4 level1 lfo5; tab-stops:list 0cm">· Three in galley <p class="MsoNormal" style="text-align:justify;text-justify:inter-

ideograph; mso-layout-grid-align:none;text-autospace:none">

## Main companionway

The lockable companionway has a manually operated sliding hatch of tinted acrylic and a GRP manually operated sliding drop board.

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## Aft Companionway

There is an aft companionway lockable sliding hatch of tinted acrylic with sliding drop board.

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## Forward Cockpit

There is one fixed teak cockpit table with folding leaves. The table is installed on telescopic supports and can be manually recessed flush with seat level.

Recessed spray hood, with a canvas cover over the main entrance. It has stainless steel tube

structure with a canvas top. There is a small spray hood over crew entrance which folds forward on gas rams

Cockpit cushions with backrests.

## INTERIOR

### General

Mainly teak is used for visible interior, the entire interior is varnished using two component urethane varnishes and has a satin finish. Vinyl covered removable overhead panels are installed in all accommodation areas. The same material is on the inside of the coach roof coamings, Italvipla Roma Col. 6. The floorboards are of PVC-sandwich construction and the top face is teak with light stripes in Koto 70/4mm and varnished with urethane varnish, same satin finish as the rest of the interior. All floorboards are laid on vibration damping materials.

All open able deck hatches are fitted with manual roller blinds and mosquito screens.

Hand rails are fitted throughout the vessel where needed for safe movement under deck.

Structural bulkheads are constructed of Carbon fiber skins on Nomex core

Partitions are of sandwich construction on a core of 30 mm foam.

### Forward Cabin (Owner's Cabin)

Two twin sized berths outboard on either side of cabin. There are drawers under the berth; mattresses are of a sprung type high quality manufactured for marine use. The mattress base is Deltaflex type batten nets to provide ventilation of the underside. The berths are fitted with lee cloths. Vanity desk with movable seat to forward port side of cabin. Hanging locker to forward starboard of cabin is fitted with rail for dress hanging and a light that automatically switches on when the door is opened. Wall lamps (2) are installed at the head end of the berth. Ensuite bathroom with washbasin, sinks and storage lockers, separate shower stall forward of cabin

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### Forward Amidships Cabins (Guest Cabins)

The forward amidships cabins on the starboard and port side are guest staterooms. Both cabins have a queen size double berth outboard with a hanging locker at the forward end. Fold down Pullman style bunks above and outboard the lower berth. There are upper lockers outboard and a bedside table inboard of the berth. Drawers are placed under the berths where practical. All berths have reading lights at head and hanging lockers have automatic lights when opened. Ensuite bathrooms with separate shower stalls forward of cabin. Washbasin, mirrors, and storage lockers fitted.



## Saloon

Dining for seven persons on port side with a U-shaped sofa outboard port and a large rectangular dining table with two chairs. Coffee table on starboard side in front of settee. There are four lockers, one in each corner of the saloon port side.

Hull windows on port and starboard side of salon

Two Custom made Folding chairs with wooden structure

Stowage under settee where practical.

The saloon dining table size is approx 800 x 1850 with drawers under table top for cutlery.

The coffee table size is approx 380 x 1080.

Cream Leather for settees and chairs by Lapna Nahka

Canvas dust covers by Lauritzon's Eskimo are supplied for the settees, chairs and dining table. General cabin lighting is spotlight down lighting

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## Aft Amidships Cabin Starboard (Guest cabin)

The starboard cabin has two single berths. There is a full height hanging locker forward of the outboard berth and upper lockers above the outboard berth. The toilet is aft of the cabin. Drawers are placed under the berths where practical.

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## Galley

The galley is located on port side of the yacht with access to saloon, crew quarters and the engine room. Two sinks and dishwasher are located in counter inboard. Cooker and microwave oven are located outboard. Freezer and fridge are located forward, facing aft. The lockers are in teak. Work top, sliding doors and backsplash are in Corian. The fiddles are clear coat carbon. There are integral sinks with a kitchen faucet and separate shower at sink. A chest of drawers and stowage for pots and pans can be found in the lower lockers. There is stowage for crockery and glasses in the upper lockers. The space underneath floorboards is used for stowage where possible.

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## Domestic Appliances

<br clear="all" style="page-break-before:auto; mso-break-type:section-break"> <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l8 level1 lfo6; tab-stops:list 0cm">·           2x front loading refrigerators 115 l <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l8 level1 lfo6; tab-stops:list 0cm">·           2x front loading freezers 90 l <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l8 level1 lfo6; tab-stops:list 0cm">·           Four burner gas stove with electrical oven, width 600 mm. <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l8 level1 lfo6; tab-stops:list 0cm">·           Two ring induction stove <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l8 level1 lfo6; tab-stops:list 0cm">·           Cooker hood <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l8 level1 lfo6; tab-stops:list 0cm">·           Dishwasher <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l8 level1 lfo6; tab-stops:list 0cm">·           Food waste disposal integrated with sink. <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l8 level1 lfo6; tab-stops:list 0cm">·           Microwave oven <p class="MsoListParagraphCxSpLast" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l8 level1 lfo6; tab-stops:list 0cm">·           Washer Dryer <br clear="all" style="page-break-before:auto; mso-break-type:section-break"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

## Aft cabins (Crew area)

There are upper and lower berths and hanging lockers with drawers on lower part. Similar cabins on port and starboard side. Two-person settee with folding leaf table. Head compartment to starboard side of cabin with shower and washbasin.

## Navigation Area

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">The navigation area is located aft of the engine room on CL, forward facing chart table. The main electrical switchboard is on aft side of cabin side and a second companionway in the aft part of the area. The chart table is made of teak. A shallow storage space is located under <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">table top. The instrument panels are facing aft. The panels are divided and can be <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-

autospace:none">removed easily for service or installations. Padded chair with a wooden structure. The chair can be secured to floorboards when sailing. <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

## Engine Room

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">The engine room is located on CL aft of the saloon. The structure is built in aluminium profiles with entrance from galley. Engine room surfaces and technical equipment are painted white <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">Partitions between cabins, toilets, corridors, etc. are built to meet a 20 dB reduction of airborne sound. <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">The engine room is insulated towards cabins and saloon with various layers of rock wool with noise barrier sheets in between. The engine room doors are of similar construction as the surrounding partitions. They close onto rubber faced landings for maximum noise reduction.

## ENGINE & SYSTEMS

### Engine

The marine diesel engine is a Perkins Sabre 225Ti 166 kW / 225 hp @ 2500 rpm with direct mounted reduction gear.

The marine gearbox is a ZF 80A 8° down angle, reduction 2, 5:1. The propeller shaft is made of corrosive resistant steel with a diameter of ø 50,8 mm. The shaft is supported by water-lubricated rubber bearings at P-bracket and stern tube. Main propeller is a folding Gori 3-blade. Spare propeller is a folding 4-blade Brunton Varifold ø 760x526 (30"x21")

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### Fuel System

Fuel capacity 2000 l, in stainless steel tanks, with individual level indicator. Tanks are equipped with hatches of adequate size to permit inspection and cleaning. All tanks are pressure tested to 0.45 bar. Shut off valves are provided for each tank.

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### Exhaust System

The Halyard wet exhaust system has fiberglass silencers and gas/water separators installed for both main engine and diesel generator. Water is discharged below the waterline and exhaust

gases from main engine and diesel generator exit under the transom. Silencers are provided with a drain tap. They are flexibly supported on vibration dampening brackets. The silencer / separator system is a custom Halyard design with lift silencers and flat separators.

### Diesel Generator

There is one 26 kW M944W Northern Light generator producing single-phase 230 V 50 Hz AC. The unit is mounted on elastic seating. The generator is mounted inside proprietary sound shield. Generator hours 3,798 on October 23, 2015

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### Bow Thruster

MaxPower bow thruster powered by the hydraulic PTO pump on the diesel generator.

Dismantled and fully serviced in 2014.

### Fire Fighting System

There is a total flooding Clean Agent FM200 fire extinguishing system for engine room space with manual remote control. Two fire hydrants with hose reel, one forward and one aft.

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### Hydraulic System

The hydraulic system is a Bosch-Rexroth custom designed system to supply all hydraulic functions quietly and smoothly, eliminating any inherent hydraulic noise. The alternative power sources are installed to meet the demands of the sail handling equipment. Since the sail handling is dependent on hydraulic systems it is

important to have alternative power sources to ensure trouble free operation. Central hydraulic system is PLC controlled and has been optimized in 2014 to increase performance in regattas

The hydraulic system is defined on a basis of a central power pack supplying regionally located valve groups, thereby achieving minimal weight to power ratio with the effect of using minimum electrical power with maximum hydraulic movement. Each control valve group is situated close to the operating unit, giving a precise control and allows for a quiet and smooth operation, eliminating inherent hydraulic noise and vibration. The system has two different sources of power. Each source will be operated independently of each other. The sources are obtained from:

1. Generator PTO pump Bosch-Rexroth A10V045 on the genset. PTO was rebuilt in 2014
2. Two DC Electric motor standby pump units Bosch-Rexroth A10V028, ~5 kW ea.

All pumps are equipped with a horse power controller. The function is based on the power requirement from the users with the style of maximum speed/ minimum pressure and maximum pressure/ minimum speed. The alternative power sources are installed to meet the demands of the sail handling equipment. Since the sail handling is dependent on hydraulic systems it is important to have alternative power sources to ensure trouble free operation.

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## Hydraulic Functions

<br clear="all" style="page-break-before:auto; mso-break-type:section-break"> <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Anchor windlass <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Jib furler <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Anchor swing arm <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Bow thruster thrust <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Bow thruster up/down <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Outhaul <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Inner forestay tensioner <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Jib halyard tensioner <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Boom vang <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Starboard halyard winch <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Port halyard winch <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Centre Halyard Winch <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Cunningham <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Starboard primary winch <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-

Port primary winch <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Mainsheet winch <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Mainsheet traveller <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Barber Hauler system <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Port jib car puller <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Starboard Jib Car puller <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l3 level1 lfo7">· Main sheet captive winch <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l6 level1 lfo1">· Backstay tensioner <p class="MsoListParagraphCxSpMiddle" style="text-align:justify;text-justify: inter-ideograph;text-indent:-18.0pt;mso-list:l6 level1 lfo1">· Auto pilot back up, supplies oil to auto pilot cylinders from a genset PTO pump. <p class="MsoListParagraphCxSpLast" style="text-align:justify;text-justify:inter-ideograph; text-indent:-18.0pt;mso-list:l6 level1 lfo1">· Transom hatch cylinders <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

## Pneumatics

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">There is one low pressure (6 bar) piston compressor with quick acting couplings in lazarette for transom door air seal. The piston compressor is a Thomas 327 CDC 56/24.

## PLUMBING SYSTEMS

All systems are based on reliable components with world wide service. Components and valves are labelled with function, and piping is labeled with colour code, including an arrow to indicate direction of flow.

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### Fresh water System

A pressurized hot and cold water system is installed. Cold-water deck wash, one fwd and one aft. There are single lever mixing faucets for washbasins, galley sinks and showers.

Two tanks with a total capacity of approx. 1000 l. The tanks are provided with baffles, hatches, level indicators and vent pipes. All tanks are pressure tested to 0.3 bars. Tank levels are shown on electrical main s The water pressure system is equipped with two Amfa A95, 24 V pumps,

new 2014. One 24 l pressure tank is connected to the system. There is a city water connection that allows shore water supply to be piped directly into the pressure water system via a pressure regulator and check

valve.

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### Hot Water System

There is a stainless steel water heater Kaukora 150 l. Hot water can be heated either with engine cooling water or 2 x 3 kW heating elements working on AC. The hot water pipes are insulated with pipe insulation. Inlet has a check valve to prevent hot water back flow. Outlet has a relief valve for over-pressure protection. A hot water re-circulating system is also provided. There is a thermostat-mixing valve to prevent too hot water in the system.

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### Water Maker

The water maker is an Idromar Mini Compact model MC5S, vertical version. The water maker produces 230 l/h (5520 l / 24 h), installed in the engine room. The water maker is provided with dual pre-filters, primary with 25 micron cartridge, secondary with 5 micron cartridge and fresh water flush. The feed water pumps are self priming with sea bronze body and internal parts in stainless steel AISI 316. The high-pressure pump is constructed to work with seawater. New reverse osmosis membranes in 2015

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### Sea Water System

There are seacocks of bronze for all through-hull connections below waterline located in accessible position. Inboard side of seacocks fitted with stud long enough to take two hose clamps.

There is an electrical fire/anchor wash pump with connections on fore and aft deck. G&R type CB 25/16 24 VDC, capacity 180 l / min. There are two fire hydrants with hose reel, one forward and one aft.

### Grey Water System

Grey water from sinks, basins, showers, air conditioning and washer/dryer is collected in one stainless steel grey water tank, total capacity 200 l. Level switches are fitted to each tank, with

indication at  $\frac{3}{4}$  full and full. The grey water tanks are emptied by 24 V electrical pumps to seacocks via siphon breaks. Manual Backup pump

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### Black Water System

All toilets are connected to the black water tank. Two stainless steel black water tanks are provided, one for aft toilets and one for forward toilets, total capacity 200 l + 200 l, with indication at  $\frac{3}{4}$  full and full. The tanks are fitted with baffles, inspection covers, and vent lines. Tank ventilation equipped with SaniGard vent filter. The tanks can be emptied by 24 V electrical pumps to seacocks via siphon breaks. Each tank is also provided with a deck suction line. Manual Backup pump

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### Toilet Systems

The toilets are Tecma Carbon Silence Plus, 24 V. Flushing by fresh pressure water, consumption per flush about 2.5 litre. The function cycle is completely automatic. The high performance turbine pump enables a complete fragmentation of the organic residues. Full black water tank disables flushing of toilets.

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### Bilge Pump Systems

There are four separate bilges, i.e. fore peak, cabins, engine room and lazarette bilge. Each bilge is equipped with a DC driven submersible pump 140 l / min. Two manual Whale Titan, 100 l / min are installed as back-up pumps, one for fore peak and cabins bilge, the other for engine room and lazarette bilge.

There is a separate bilge drain system with Whale Gulper pumps for keeping bilge dry.

switchboard.

## VENTILATION SYSTEMS

### Air Conditioning

A central cooled / heated waterborne system 230 VAC 50 Hz is fitted for the entire



accommodation. Condensation water from the system is collected to the grey water tanks. The system is designed to operate in Mediterranean climate conditions.

The total cooling / heating capacity is divided in proportion to cabin volume and position. The system is designed for air handler to run on low speed for silent operation. There is an individual temperature control in each cabin. The main unit is a Condaria PWM/FCL/18002, 72 000 BTU/h (21 kW).

### Forced air ventilation system

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### Refrigeration System

There are four custom made Frigonautica 24V DC water cooled compressors units for fridges and freezers. All new compressors in 2015.

## ELECTRICAL SYSTEM

### General

The electrical components are chosen based on the Yards long experience in the yachting industry. Special attention is given to reliability and worldwide service ability. Electrical diagrams will be delivered with the yacht, for both DC and AC systems and showing the location of all junction boxes. Cables are labeled with identification numbers at both ends. At watertight bulkheads wires are run up to deck head height when penetrating the bulkhead or are sealed in place to produce water tightness.

Mast and shrouds are electrically connected to the keel. In the top of mast is an air terminal connected to a lightning conductor, which runs down to the keel. The prop shaft, keel and thruster have their individual sacrificial anodes.

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### AC-System

Power supply of 230 V 50 Hz single-phase three-wire AC-system. The 230 V system can be fed by the diesel generator or shore power inlet. The bus is of split bus type. There are also a number of 230 V 50 Hz appliances fed through DC/AC inverters.

Shore inlet plug, 230 V 3-pole 63 A is accessed through a hinged lid at transom. Shore power cable is 15 m long. There is a separate shore inlet for air conditioning. For the separate air

conditioning inlet, a galvanic insulator is installed in the ground wire. Power from ashore is led to a 15 kVA isolation transformer.

There is one 26 kW M944W Northern Light generator producing single-phase 230 V 50 Hz AC. The unit is mounted on elastic seating. The generator is mounted inside proprietary sound shield. 3,798 hours on 23/10/2015. Stator end replaced in 2015

There are two Mastervolt, Mass 24 V 100 A chargers with 3-step charge characteristics, for the service battery.

There is one Mastervolt, Mass 24 V 100 A charger with 3-step charge characteristics, for hydraulics battery. There is a temp sensing at the battery. The starting batteries can be charged by one Mastervolt Mass 12 V 10 A charger with 3-step charge characteristics via isolator diode. There is a temp sensing at main engine starter battery.

Conversion of 24 V DC to 230 V AC 50 Hz for single-phase AC consumers. There is one Mastervolt 24/2500 VA for misc. and one Mastervolt 24/1500 VA for instruments and entertainment. Both inverters have a separate transfer switch.

There are 230 V outlets of schuko type. One outlet per toilet, two outlets per cabin, three in galley, four in saloon, one in engine room, one in sail locker and one in the port side lazarette.

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## DC-System

2-pole 24 V insulated return DC-system for lighting, blowers, pumps etc. The wires are sized to minimise voltage drop. There are two battery banks, number one for service and number two for hydraulics. The service battery bank is 24 V 1200 Ah / 5 h and consists of 24 single cells of 2 V each. The model is Enersys 8 PzV 600. The batteries are of Enersys maintenance-free gel type. The bank is for the lights, blowers, pumps, electronics etc.

Hydraulic batteries are Optima 300 Ah / 20 h and consist of eight Optima Yellow Top S5,5 12 V 75 Ah. (New 2015) The hydraulic bank is used for the 2 x 5 kW central hydraulic and the auto pilot pump. The battery banks are located aft of the engine room.

There is one 24 V 140 A Bosch alternator on the main engine common for service and hydraulics battery banks, through a battery isolator. The hydraulics battery is charged by the main engine alternator through splitting diodes.

24 V DC outlets, one in the port side lazarette, one in engine room, one in anchor locker, one on the mast and one in aft cockpit.

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## Alarm and Monitoring Systems

The alarms are presented on a display in the navigation area for the following componenets:

### Fresh Water tank level

<p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l7 level1 lfo8; tab-stops:list 0cm"> Fresh Water pump run dry <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l7 level1 lfo8; tab-stops:list 0cm"> Sea Water pump run dry <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l7 level1 lfo8; tab-stops:list 0cm"> Grey water tank level <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l7 level1 lfo8; tab-stops:list 0cm"> Black water tank level <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l7 level1 lfo8; tab-stops:list 0cm"> Bilge level alarms <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l7 level1 lfo8; tab-stops:list 0cm"> Bilge pump runtime <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l7 level1 lfo8; tab-stops:list 0cm"> Fuel tank level <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l7 level1 lfo8; tab-stops:list 0cm"> Water in Fuel separator <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l7 level1 lfo8; tab-stops:list 0cm"> Hydraulic oil level <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l7 level1 lfo8; tab-stops:list 0cm"> Hydraulic oil temp <p class="MsoListParagraphCxSpLast" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l7 level1 lfo8; tab-stops:list 0cm"> Low Battery voltage <br clear="all" style="page-break-before:auto;mso-break-

type:section-break">

There is a separate fire alarm system with one sensor at the aft entrance, one in the engine room and one at the main entrance. One in owners cabin

## ELECTRONIC SYSTEMS

### Compasses

Two Suunto 5" magnetic steering compasses at helm adjustable for global balancing.

A Brookes & Gatehouse Halcyon Gyro stabilized compass is used as the main heading source for the navigation instruments, autopilot and other instruments requiring accurate heading information. A B&G Halcyon 2000 compass is used as the backup-heading source.

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### Sailing Instruments

There is a comprehensive Brookes & Gatehouse Hercules 3000 package consisting of central processor unit, 1450mm masthead unit, speed/temperature sensor, depth sensor and barometric sensor. B&G Hercules H3000 Main processor and a Halcyon gyro processor. Barometric pressure is displayed in the B&G H3000 system.

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One B&G Graphical Function Display (mono-chrome GFD) and one NMEA Full Function Display (FFD) located at nav station. One Pilot at each helm, Two GFD and four FFD in cockpit

Four 40/40 repeaters mounted on the mast.

GFDs also display hydraulic pressures for backstay, vang, outhaul, jib halyard, cunningham, inner forestay as well as forestay length adjuster position.

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### GPS & Radar

A Furuno NavNet radar/chart plotting system consisting of one 10,4 inch Furuno 1834C/C-MAP radar/plotter display at the navstation.

Two additional 10,4 inch radar/plotter display are installed at each helm position in aft cockpit.

Furuno GP-320 DGPS to be used as the main navigator for:

- Furuno NavNet radar/chart plotting system
- Brookes & Gatehouse
- Brookes & Gatehouse autopilot system

A Furuno GP-37 GPS navigator with WAAS software as back-up.

Radar is a Furuno 4 kW 60 cm radome type antenna integrated with the Furuno NavNet plotter system.

The chart system for the Furuno NavNet system is C-MapNT MAX.

Dual frequency Navtex receiver, Furuno NX300.

Furuno FA-150 class A type AIS system. The target information is sent to the Furuno

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">COMAR Class B AIS unit integrated with PC <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">Hi speed GPS antenna installed in 2014 <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

## Antennas

The Furuno NavNet GP-320 DGPS antenna on the port lower pushpit rail.

The Furuno GP-37 GPS antenna is mounted on starboard 2nd spreader.

COMAR AIS GPS mounted on stbd aft pullpit

The Furuno NavNet radar scanner, 60 cm dome type, is mounted front of mast between 1st and 2nd spreader.

The Furuno NX-3H-D Navtex antenna is mounted on 2nd spreader port side.

Emergency VHF antenna cable led to lazarette

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## Auto Pilot System

B&G H3000 ACP2 autopilot system with one Graphical Pilot Display (mono-chrome GPD) control unit at each steering wheel. Powered by an individual 24V Marsili/ Bosch Rexroth power pack driving the steering quadrant via twin Rexroth low friction cylinders. There is a hydraulic

back-up for emergency use, supplied from the main hydraulic system.

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## COMMUNICATION SYSTEMS

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### VHF Radio

The Simrad RS-87 DSC VHF has two handsets, one at the nav station and one at the helm, with intercom possibility between the two.

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### Satellite communication

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">Sailor SAT C system with easymail software <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

### Cellular Phone Systems

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">4G and wifi antenna with router <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

## ENTERTAINMENT SYSTEMS

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### Audio System

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">Saloon:

Sony CD/DVD/MP3/FM system in saloon and connected to saloon and deck speakers

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">Cockpit:

Sony XS speakers in cockpit with on/off switch in aft cockpit. Connected to Saloon Stereo system

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">Guest Cabins:

SONY Radio/CD/DVD/MP3 systems in each Guest cabin with 2x B&W speakers.

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### Video System

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">Saloon: <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">Pop-up mounted 40" Sharp LCD TV with Pal/SECAM tuner connected to the Delta antenna for terrestrial TV and to the KVH satellite TV antenna system for European free to air satellite TV. Satellite TV antenna, KVH TracVision M7 (GyroTrac config) is fitted loosely in the lazarette to allow mounting on deck when required. Niles Infrared remote system. <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

### Computer System

The computer is a Dell Optiplex GX 745 "Ultra small form factor" computer with a DVD station connected to a 17" LCD flat screen at the navigation station.

### MAST & RIGGING

Four spreader mast with discontinuous shrouds by Offshore Spars. The rig is set up for easy handling with swept spreaders 25 degrees. The mast is a carbon fibre intermediate modulus, with luff track for mainsail. The masthead is a molded carbon fibre unit integral with mast. There is an R&R Electronic Delta DSC Biscaya active antenna at the masthead for the VHF, TV and FM radio. Marco EW3 24 V foghorn.

Titanium protection for front of mast.

I = 36,80 m

J = 10.76 m

P = 35.50 m

E = 11.45 m

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Mast includes

\_ One main halyard sheave with possibility of 1:1 or 2:1 hoisting

\_ Two furling jib halyard sheaves

\_ Two spinnaker halyard sheaves with option for 2:1 hoist on one of them and 1:1 on the other (also to be used for utility halyards)

\_ One staysail halyard sheave

Internal wiring, shielded in PVC tubes secured to mast. There are battery ventilation conduits and carbon fibre spreaders. There are four down lights on lower spreaders, two are facing forward and two are facing aft. A PVC mast boot over deck partners is sealed at deck level.

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Boom

Intermediate modulus carbon fibre Park Avenue boom painted white. Hydraulic outhaul system and arrangement for two reefs in the main sail. Titanium protection fitted to underside of boom

There is a boom preventer system and built-in deck lights. Lazy jacks

Bowsprit

New A-frame carbon fibre bowsprit in 2014, built by Branaugh Composites, Mallorca

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Standing Rigging

Navtec PBO Rigging new 2012. Main shroud rigging screws of barrel pin type. Forestay in Navtec Nitronic rod with Reckman furler. Racing headstay in ECsix with custom race jib tack fitting. Headstay length adjustable with pressure sensor.

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Running Rigging



All Halyards SK99 full race

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1x Main sheet

2x Jib sheets

2x Staysail sheets

2x Gennaker sheets

2x Gennaker halyards

1x Staysail halyard

2x Jib halyard

1x Mainsail halyard

2x Running Backstay tails

1x Preventer

1x secondary main halyard (gantling)

2x Trysail sheets

2x Inboard reef lines

2x Outboard reef lines

<br clear="all" style="page-break-before:always; mso-break-type:section-break"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

Rig Hydraulics

All the hydraulic functions are powered by central hydraulic system. All Navtec cylinders are black anodized

<p class="MsoListParagraphCxSpFirst" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l2 level1 lfo9; tab-stops:list 0cm">· Reckmann UD4 Sphere hydraulic furling head stay with R6 Single groove Carbon foil. <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l2 level1 lfo9; tab-stops:list 0cm">· Navtec cylinder for inner forestay tensioner, Navtec -40 SE. <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto; text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l2 level1 lfo9; tab-stops:list

0cm">· Navtec boom vang, Navtec -90 <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l2 level1 lfo9;tab-stops:list 0cm">· Navtec jib halyard tensioner, Navtec -30 FE <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l2 level1 lfo9;tab-stops:list 0cm">· Mainsail outhaul, Navtec -22 FE. <p class="MsoListParagraphCxSpMiddle" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l2 level1 lfo9;tab-stops:list 0cm">· Cunningham Navtec -17 FE <p class="MsoListParagraphCxSpLast" style="margin-left:0cm;mso-add-space:auto;text-align:justify;text-justify:inter-ideograph;text-indent:0cm;mso-list:l2 level1 lfo9;tab-stops:list 0cm">· Two cylinders with mechanical locks for split backstay adjustment, 2x Navtec -30 L. <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none">

## Mast Jack

Hydraulic mast jack with spacer and removable manual pump, new 2014

## EQUIPMENT

### General

An Owner's Manual is provided in with directions for use and maintenance, drawings and diagrams for main systems and handbooks for machinery and components.

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none">

### Tender

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none">3.85m rigid inflatable tender with 9.9hp outboard engine <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none">

### Anchoring and Mooring

One CQR 180 lbs anchor on hydraulically powered swinging titanium anchor arm

Fortress FX-85 stern anchor

80 m 12 mm high-tensile anchor chain

100 m 25 mm plaited nylon anchor line

Four mooring lines approx. 15 m each, diameter 22 mm

Four mooring lines approx. 30 m each, diameter 22 mm

Eight Avon air fenders with lines

Anchor day shape and light with cable and plug

Two boat hooks

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

Sailing Gear

One removable MPS block Harken C5813 ø150 mm on C7403 base

Three 10" double grip and One 10" single grip winch handles

Flag pole

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

Safety Equipment

2x Black Carbon look Jon Buoy fitted on transom pushpit

Two eight-man AVON Modula 8 Supervacuum packed life rafts.

Two six-person AVON liferafts for racing

Portable fire extinguishers Gloria P2G for each cabin and a fire blanket in galley.

JackStays

30 metre throwing line with stainless pushpit bracket

Twelve inflatable life jackets/harnesses by CruPro

Fourteen rigid lifejackets with harness

Waterproof grab bags containing food and water rations, signaling mirror and other safety equipment

Torches

Med Air medical kit

SAILS

Cruising Sails

3DL Marathon Mainsail (taffeta)

3DL Marathon Furling genoa (taffeta)

3DL Staysail (Taffeta) with soft hanks

Gennaker sock (to attach to regatta A3)

Storm Jib

Storm Tri-sail

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none">

Regatta Sails

<p style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none"> <span style="font-family:Arial;color:#17365D;mso-themecolor:text2;mso-themeshade:191">Sail</span> </p>	<p style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none"> <span style="font-family:Arial;color:#17365D;mso-themecolor:text2;mso-themeshade:191">Year</span> </p>	<p style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none"> <span style="font-family:Arial;color:#17365D;mso-themecolor:text2;mso-themeshade:191">Sailmaker</span> </p>	<p style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none"> <span style="font-family:Arial;color:#17365D;mso-themecolor:text2;mso-themeshade:191">Material/Notes</span> </p>
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**style="mso-bidi-font-family:Arial;color:#17365D;mso-themecolor:text2;mso-themeshade:191">MAINSAILS** <td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none;border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt;mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none"><span lang="EN-US" style="mso-bidi-font-family:Arial;color:#17365D;mso-themecolor:text2;mso-themeshade:191"> <td width="82" valign="top" style="width:81.9pt;border-top:none;border-left:none;border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt;mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none"><span lang="EN-US" style="mso-bidi-font-family:Arial;color:#17365D;mso-themecolor:text2;mso-themeshade:191"> <td width="235" valign="top" style="width:235.35pt;border-top:none;border-left:none;border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt;mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph;mso-layout-grid-align:none;text-autospace:none"><span lang="EN-US" style="mso-bidi-font-family:Arial;color:#17365D;mso-themecolor:text2;mso-themeshade:191"> <td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt;border-top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

Old race main

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none;border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt;mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

2008

<td width="82" valign="top" style="width:81.9pt;border-top:none;border-left:none;border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt;mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

North Sails

<td width="235" valign="top" style="width:235.35pt;border-top:none;border-left:none;border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt;mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

In storage, 3DL

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<td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt; border-top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt; padding:0cm 5.4pt 0cm 5.4pt">
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New Race main

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<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">
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2014

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<td width="82" valign="top" style="width:81.9pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">
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3Di Carbon

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#1 – light jib

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

2014

<td width="82" valign="top" style="width:81.9pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

North SailsNorth Sails

<td width="235" valign="top" style="width:235.35pt;border-top:none;border-left: none;border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

3Di Carbon

<td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt; border-top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt; padding:0cm 5.4pt 0cm 5.4pt">

#2 – medium jib

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

2014

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North SailsNorth Sails

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3Di Carbon

<td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt; border-top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt; padding:0cm 5.4pt 0cm 5.4pt;height:4.6pt">

#3.5 – medium/heavy jib

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">



.5pt;padding:0cm 5.4pt 0cm 5.4pt;height:4.6pt">

2014

<td width="82" valign="top" style="width:81.9pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt;height:4.6pt">

North Sails<span lang="EN-US" style="mso-bidi-font-family:Arial;color:#17365D;mso-themecolor: text2;mso-themeshade:191">

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3Di Carbon

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#4 – heavy jib

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

2008

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3DL

<td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt; border-

top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt; padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none"><span lang="EN-US" style="mso-bidi-font-family:Arial;color:#17365D; mso-themecolor:text2;mso-themeshade:191"> <td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none"><span lang="EN-US" style="mso-bidi-font-family:Arial;color:#17365D; mso-themecolor:text2;mso-themeshade:191"> <td width="82" valign="top" style="width:81.9pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none"><span lang="EN-US" style="mso-bidi-font-family:Arial;color:#17365D; mso-themecolor:text2;mso-themeshade:191"> <td width="235" valign="top" style="width:235.35pt;border-top:none;border-left: none;border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none"><span lang="EN-US" style="mso-bidi-font-family:Arial;color:#17365D; mso-themecolor:text2;mso-themeshade:191"> <td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt; border-top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt; padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none"><span lang="EN-US" style="mso-bidi-font-family:Arial;color:#17365D; mso-themecolor:text2;mso-themeshade:191">**DOWNWIND** <td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none"><span lang="EN-US" style="mso-bidi-font-family:Arial;color:#17365D; mso-themecolor:text2;mso-themeshade:191"> <td width="82" valign="top" style="width:81.9pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none"><span lang="EN-US" style="mso-bidi-font-family:Arial;color:#17365D; mso-themecolor:text2;mso-themeshade:191"> <td width="235" valign="top" style="width:235.35pt;border-top:none;border-left: none;border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-

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A1

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

2008

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Recut to use on sprit, practice condition

<td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt; border-top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt; padding:0cm 5.4pt 0cm 5.4pt">

A2

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

2008

<td width="82" valign="top" style="width:81.9pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">North Sails<span lang="EN-US" style="mso-bidi-font-family: Arial;color:#17365D;mso-themecolor:text2;mso-themeshade:191"> <td width="235" valign="top"

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## Practice

<td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt; border-top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt; padding:0cm 5.4pt 0cm 5.4pt">

## A3

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

## 2008

<td width="82" valign="top" style="width:81.9pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt"> <p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">North Sails<span lang="EN-US" style="mso-bidi-font-family: Arial;color:#17365D;mso-themecolor:text2;mso-themeshade:191"> <td width="235" valign="top" style="width:235.35pt;border-top:none;border-left: none;border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

## Used for cruising

<td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt; border-top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt; padding:0cm 5.4pt 0cm 5.4pt">

## A4

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

## 2008

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## Practice

<td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt; border-top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt; padding:0cm 5.4pt 0cm 5.4pt">

## Code Zero

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

## 2008

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## Spinnaker Staysail

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

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A1

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2014

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Cut for bow sprit

<td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt; border-top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt; padding:0cm 5.4pt 0cm 5.4pt">

A2

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

2014

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A3

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

2014

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On top-down furler

<td width="126" valign="top" style="width:125.9pt;border:solid windowtext 1.0pt; border-

top:none;mso-border-top-alt:solid windowtext .5pt;mso-border-alt:solid windowtext .5pt; padding:0cm 5.4pt 0cm 5.4pt;height:4.6pt">

#### Code Zero

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt;height:4.6pt">

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#### Genoa Staysail

<td width="67" valign="top" style="width:66.6pt;border-top:none;border-left:none; border-bottom:solid windowtext 1.0pt;border-right:solid windowtext 1.0pt; mso-border-top-alt:solid windowtext .5pt;mso-border-left-alt:solid windowtext .5pt; mso-border-alt:solid windowtext .5pt;padding:0cm 5.4pt 0cm 5.4pt">

2014

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3Di Carbon raw

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

Spares and Tools

Basic spare part kits provided for Engine, Generator and other systems

Basic engine and generator tool kits are provided.

<p class="MsoNormal" style="text-align:justify;text-justify:inter-ideograph; mso-layout-grid-align:none;text-autospace:none">

Miscellaneous

Four handles for opening deck hatches and four suction lifters for floorboards.

Sounding rods for fuel and water tanks are provided

## Основная информация

**Тип судна:** Cruising/Racing Sailboat

**Подкатегория:** Представительская парусная яхта

**Модельный год:** 2008

**Год постройки:** 2008

**Год обновления:** 2012

**Страна:** Spain

## Размеры

**Длина общая:** 91' 0" (27.72m)

**Длина по ватерлинии:** 80' 7" (24.55m)

**Ширина:** 21' 3" (6.46m)

**Мин. осадка:** 14' 2" (4.30m)

**Макс. осадка:** 14' 6" (4.40m)

## Скорость, вместимость и масса

**Крейс. скорость:** 11 Kts. (13 MPH)

**Водоизмещение:** 112435.75362 Pounds

**Чистый вес:** 63 Pounds

**Вместимость воды:** 264.172052 Gallons

**Вместимость сточного бака:**  
105.6688208 Gallons

**Объем топливного бака:** 528.344104  
Gallons

## Размещение

**Всего кают:** 4

## Корпус и палуба

**Материал корпуса:** Carbon Fiber

**Комплектация корпуса:** Fin & Bulb

**Цвет корпуса:** White

**Дизайнер корпуса:** German Frers

## Информация о двигателе

**Двигатели:** 1

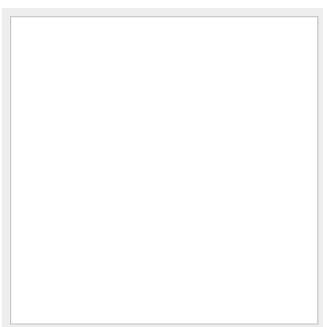
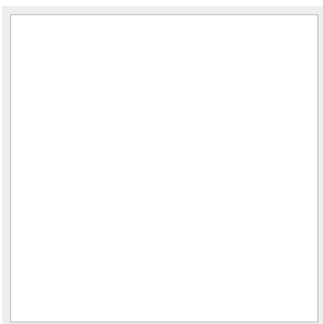
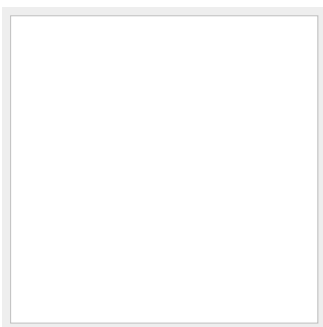
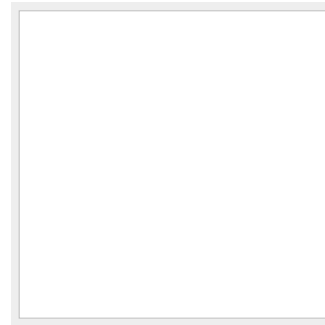
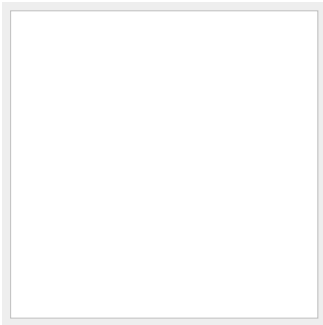
**Производитель:** Perkins Diesel

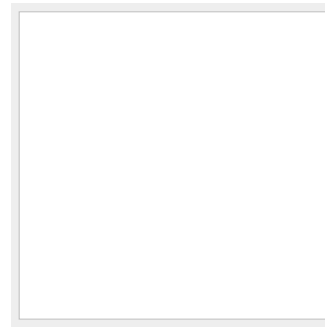
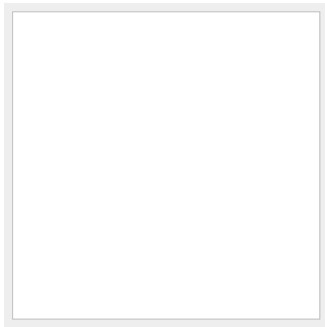
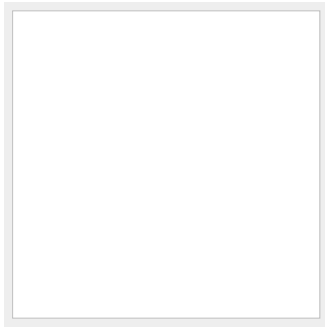
**Модель:** 225Ti

**Тип двигателя:** Inboard

**Тип топлива:** Diesel

# ФОТОГРАФИИ





# КОНТАКТЫ

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

## Контактная информация

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Email: [andrey@shestakovyachtsales.com](mailto:andrey@shestakovyachtsales.com)

Web: [shestakovyachtsales.com](http://shestakovyachtsales.com)

## Телефоны

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

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

## 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