

SINGULARITY — MCCONAGHY



Судостроитель: MCCONAGHY

Год постройки: 2010

Модель: Скоростной
представительский катер

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: Spain

Длина общая: 80' 2" (24.43m)

Ширина: 16' 11" (5.15m)

Мин. осадка: 16' 11" (5.15m)

Крейс. скорость: 10 Kts. (12 MPH)

Купить **SINGULARITY — MCCONAGHY** 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 **SINGULARITY — MCCONAGHY** 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

SINGULARITY is a concept born from the desire to sail fast but in comfort. The resultant design is a true dual-purpose yacht that rewards its owner with racecourse performance and a high level of interior luxury. The design execution has created a lightweight, performance oriented yacht offering responsive, secure sailing particularly when cruising. McConaghy is famed for building highly successful racing yachts which are finished to an extremely high standard. She features all-carbon construction, a canting keel, large carbon-fiber rig, maximum waterline, and an optimized hull shape.

Accommodation comprises a large owner's suite forward with en suite and a smaller guest cabin with en suite tucked away on the portside, aft cabin. The owner cabin has a double bed with ensuite head and shower. Guest cabin has a large single bed with head and shower. Saloon accommodates 6 guests around the dining table with a lounge and study area. The crew area comprises 4 bunk beds with a day head and shower.

Основная информация

Тип судна: Скоростной представительский катер

Модельный год: 2010

Год постройки: 2010

Страна: Spain

Размеры

Длина общая: 80' 2" (24.43m)

Длина по ватерлинии: 75' 4" (22.94m)

Ширина: 16' 11" (5.15m)

Мин. осадка: 16' 11" (5.15m)

Скорость, вместимость и масса

Крейс. скорость: 10 Kts. (12 MPH)

Водоизмещение: 52.91094288 Pounds

Вместимость воды: 105.6688208 Gallons

Вместимость сточного бака: 109.63140158 Gallons

Объем топливного бака: 151.8989299 Gallons

Размещение

Всего кают: 2

Всего коек: 2

Спальные места: 3

Всего ком. состава: 2

Каюты экипажа: 1

Койки экипажа: 4

Спальных мест экипажа: 4

Комм. состав экипажа: 1

Корпус и палуба

Материал корпуса: Carbon Composite

Материал палубы: Carbon Composite **Комплектация корпуса:** Bulb Keel

Отделка корпуса: Plastic

Дизайнер корпуса: Adrian Konyndyk/Lutra Yacht Design

Дизайнер экстерьера: Adrian Konyndyk/Lutra Yacht Design

Дизайнер интерьера: Mark Tucker/Design Unlimited UK

Информация о двигателе

Производитель: Yanmar

Модель: 4LHA-STP 240Hp

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Full Specification

CONSTRUCTION

The emphasis on racing performance demanded an all-carbon construction, canting keel, big carbon fibre rig with square-top mainsail, high aspect rudder, bowsprit and maximum waterline. Primarily with Mediterranean racing in mind, the hull shape was optimized for reaching. Canting Fin and Bulb - APM machined fin @2720 kg. Lead bulb casted and milled in Sydney @ 8270 kg. Through hull fittings - Forespar Marlon. Flush and ball valve style. 2 x underwater cameras - keel and rudder view, custom underwater cameras.

The Lutra design means the hull shape remains much more symmetrical under heeling conditions and is better balanced as an all-rounder.

Structural engineering by Gurit Sydney. Paint - Hull and deck, Alcraft 2000 Antifoul - VC Offshore

ENGINE

Yanmar 4LHA-STP 240 hp diesel engine driving a 130cc closed loop transmission pump. Engine driven hydraulic pump feeding propulsion motor Engine hours 3660 JUNE 2017 Throttle - Mathers ZF Micro Commander at each helm. Oelectric Systems touch panel control for engine start/stop/leg up/down and lighting positioned at port helm. Engine room force ventilated via 3 fans. Reverso pump/manifold system to change engine and generator oil. Cruising speed 10 knots McConaghy flush system retracting 5 blade custom propeller and shaft. Custom thrust bearing and hydraulic drive system. Pyrogen system in engine room with heat detector and siren alarm. Fuel system - From the main tank via a manifold system to select one or both fuel pumps to transfer to the 35 litre day tank. From day tank to Racor via manifold to engine and generator. Day tank can be bypassed and return fuel can be sent to day tank or main fuel tank. Filling of day tank is automatic via PCL. Day tank can be bypassed and fuel drawn directly for main tank. Hydraulic kill switch positioned at both helms. Exhaust - Taylor Marine separators, dry exhaust for both Engine and Generator. Cant mechanism Hydraulic - Main engine driven, Central Coast Hydraulic - Greg Waters - 35 degrees each side of centreline.

STEERING SYSTEM McConaghy Carbon Race Helm x 2, carbon quadrant, dynex/chain cable over sprocket. McConaghy carbon stock and blade Custom helm station integrating navigation and B&G instruments Rudder Bearing JP3 Type 4 Auto Pilot - B&G H3000 hydraulic linear drive unit

TANKAGE Plastic with baffles and inspection ports Black Water - 414L tank, discharge overboard or to shore station Grey Water - 4 x sump boxes with pumps that discharging directly over board Main Fuel - 540 L supply to generator and engine via selection/diversion manifold and filters Day fuel - 35 L topped up via PLC control Port Water - 190 L Stb. Water - 205 L Tank Senders - BEP Ultra Sonic

ELECTRICITY Oelectric Systems Australia. 24 volt with 12 volt generator and engine start system 240V 50 Hz shore power House Batteries - Life Line GPL-8L x 4. 255 Ampere New 2017 Generator and Engine batteries - Optima 12 volt x 2 2014 Inverter Chargers Master Volt Mass Combi 24/2500-60. Two units. MICC meter in navigation area. Main DC Switch board operated via PLC and pulse relays Engine/Generator Battery Charger - Xantrex True Charge 2. 20Amp/12 volt Generator - Onan Generator 11Kw 50 Hertz. New 2017. 240 volt AC and 12 volt DC outlets throughout boat Air Conditioning - Webasto 32,000btu chiller unit servicing air handlers in owner cabin, saloon x 2 and guest cabin

WATER SYSTEMS

Fresh Water pump- Johnson Duo Master. John Guest pipework. Toilets - Techmar Clear coat Carbon x 3. Fresh Water. Hot water 50 litres Water Maker - Spectra Newport Mk II, triple membrane. 130L/hour Hot water system engine and 240 volt. Edson Marine Water Heater Electric/ H/ Exchange Model BC50H

ACCOMMODATION Accommodation comprises a large owner's suite forward with en suite and a smaller guest cabin with en suite tucked away on the portside, aft of the saloon. The owner cabin has a double bed with ensuite head and shower Guest cabin has a large single bed with head and shower Saloon accommodates 6 guests around the dining table with a lounge and study area. The crew area comprises 4 bunk beds with a day head and shower.

In the same position as the guest cabin on the starboard side is the galley, with the engine room located down the centreline between the guest cabin and the galley.

All up, the interior furniture and fittings weigh just 1,200kg. Some additional weight has been added in sound insulation while a more substantial weight factor comes from the air-conditioning and the genset required to run it.

The intent to put performance first, however, has been well maintained, without the interior ending up sterile and cold. The split personality of the yacht is revealed aft of the main accommodation area, where the centreline navigation station is situated. Here it is all racing business, navigation and performance monitoring data clustered around

The interior is spare, contemporary and lightweight, yet substantial enough in to avoid any sense of flimsiness. The timbers are vertically grained teak, adding warmth and a hint of tradition but no weight with 1mm veneers over Nomex and carbon panels.

GALLEY EQUIPMENT Gimballed three burner gas hob and integrated oven. New 2017 Refrigerator and freezer with heated doors, dual carbon sink, Corian bench surfaces, storage, gas monitoring system. Gas sniffer in galley and gas locker on deck. Refrigeration U-Tec Custom Designed 24 volt Fan Cooled Condensing Units 1x freezer and 1 x refrigerator. 240 volt door heaters.

ENTERTAINMENT Audio Visual Owners - Bose Life Style-Model AV3-2-1 GSX Media Centre Audio Visual Saloon - Bose Life Style-Model AV48

Media Center 32" LCD TV in saloon on actuator to change for viewing angle. Owners cabin screen set and also 32".

DECK

Steering is via a single high-aspect carbon fibre rudder, which produces very responsive feel back to the twin helms. Like a highly pedigreed sports car, the responses are immediate. Every gust of wind produces instant acceleration, while the helm remains balanced and easy, testament to Konyndyk's smooth hull lines.

In the hands of a race crew, there is no doubt that this yacht will deliver an impressive turn of speed. In cruising mode, it only requires a small furling headsail and cruising mainsail to produce sparkling performance.

At 24.4 metres and with a very powerful performance package, *Singularity* is firmly at the racer end of the spectrum and requires due respect.

The jump from racing with a crew of 15, at least some of them professionals, to an owner-operated cruiser with a couple of guests represents a significant shift in purpose but, notwithstanding the additional handling challenges that such a thoroughbred would place over a more traditional cruising yacht, the result is immensely rewarding and exhilarating.

The deck layout is efficient for both purposes, with the winches clustered around the twin helm stations, close enough for good short-handed sailing, but with enough space for a racing crew to operate. A separate cockpit forward of the working area is a great lounging space in cruising mode and takes nothing away from racing efficiency.

NAVIGATION

Navigation System/Package Panasonic Tough Book/Windows 10 Pro Nav Computer AIS - Raymarine 500 transceiver Secondary Processor - B&G Hercules 3000 redundant system Primary Processor - WTP2 integrating load cell [forestay, inner forestay, runner winches, primaries, mainsheet, pit, mast base], WTP2 Gyro Compass, Clinometer, Barometer, Keel angle, Diverse LA3, winch and mast heel load cells Tactical Charting System - B&G Deckman Tactical Software Chart System C-Map Cruising Charting System - Expedition VHF Icom M505 Handheld VHF - ICM35 x 2 Primary GPS Simrad MX512 DGPS Sensor Secondary Navigation - E90-Series Raymarine Plotter Satellite Phone - Thrane and Thrane Sailor 250 Fleet Broadband Sat Com - Thrane and Thrane Wifi with two access points at bow and stern Radar Transponder - SeaMe B&G system displays, port and starboard pedestals each with single FFD, main sheet pod 3 x FFD and auto pilot control, navigation station 3 x GFD and auto pilot control, trimmers station 2 x FFD, mast bracket 5 x 30/30 display. Mast instrumentation 5 x B&G 30/30

RIG

Harken Winch Package Runner 990.3 Left and Right Hand Mainsheet 1111.3. Hydraulically driven Primary 1111.3 Left and Right. Hydraulically driven Pit 1111.3 Left and Right. Hydraulically driven. Electric System touch panel winch/hydraulic controls. Mainsheet trimmer control station x 3, upwind/ downwind trimmer control stations x 2, helmsman controls x 2

MAST

Southern Spar Carbon, 4 x 20 degree sweep I = 29.70m, P = 31.75m, J = 9.5m, E = 10m. Last hauled and inspected 2015. NDT testing undertaken. Hangers replaced

Southern Spars, Park Avenue Cruising Boom - Southern spar carbon box wing style three reef boom with preventer padeye, boom bag, lighting chafe protection, deck awning bolt rope

STANDING RIGGING

EC6 standing rigging, Nitronic headstay. Standing rigging returned to EC6 for testing/inspection and certification 2015 Race Headstay - EC6 Race Boom - Hall Garfish Carbon integrated reef locks Reckman UD4 Hydraulic Furler with twin carbon foil Sail Functions - Navtec - [Checkstay adjuster, Cunningham, Jib halyard tensioner, Jib car hauler, Inner forestay, Vang, Outhaul, race headsail tack adjuster, main sheet traveller car.

RUNNING RIGGING 2015

The setup on deck has been designed so the yacht can switch modes by flying a furling headsail and cruising main with lazy jacks for more relaxing sailing with a carbon headstay and Park Avenue-style boom for racing. In other areas the switch from racing to cruising will be more straightforward. Hydraulic winches will make racing moves slick and fast while removing the muscle and grunt in cruising mode.

SAILS

Race Sail Inventory North 2010. Cruising Mainsail North 2014. Cruising Headsail Doyle 2016 High Roach Mainsail. Fully battened [Ctec Carbon] 3DL [Carbon/Twaron] Double taffita. 32000Dpi Furling Jib - DOYLE Ice 33724 Dpi Inner Jib - 3DL 960 L [Carbon/Twaron] 32000Dpi 2A Asymmetric Nylon Gradient Airx 900 3A Asymmetric Nylon Gradient Superkote 250 Storm Jib - Spectra Gatorback Sandwich S 390 TX Trisail - Spectra Gatorback Sandwich S 390 TX R2 Reacher Cuban Fiber Inner Jib- 3DL 960 L [Carbon/Twaron] 32000 Dpi Upwind Code Zero - 50-60% Girth 3DL 960 L [Carbon/Twaron] 14700 Dpi Medium Jib Heavy Jib Cables - Future Fiber Luff Cables for 0, R2, A3 Race Sail Furler - KZ Marine Top down furler x 2 The single ram system cants the keel to 35 degrees and can complete the swing from side to side in just six seconds.

ACCESSORIES

Safety Equipment Electric float switch bilge pumps in engine room x 2, Forepeak, forward accommodation, Hydraulic bilge, keel well, keel ram, pump area, lazarette. Hand operated for lazarette and crew area. Spinlock life vests with integrated harness, light and self inflation Audible/visual alarms on deck for high water bilge and fire Fenders x 8 **Anchor System** Cariboni hydraulic retracting anchor storage system with custom carbon fiber anchor arm Anchor 115 pound stainless steel CQR Chain - 100m, 13mm gal Warp - 50m Windlass - Muir Atlantic 4000 Anchor Arm - Custom McConaghy Salt water anchor wash **TENDER** Zodiac Pro 420 with Yamaha 40Hp tiller steer, fuel tank, anchor, paddle

Cruising Bimini for center cockpit Clear coat finish carbon cockpit table Crew area pram style dodger Winch Handles - 4 x Harken double handle Boom tent Interior lighting is LED. Red courtesy lights throughout.

System Alarms

High Bilge in forepeak, fwd accommodation, keel ram box, keel area, hydraulic manifold area, tank room, port engine, stb engine, lazarette, water in fuel, Pyrogen system

Linen, Crockery, Cutlery, Cookware

ADDITIONAL INFORMATION

Containers - 2 x 40 foot high top. One fitted out as workshop and storage. Second no fit out

Shipping Cradle - Custom galvanized cradle suitable for shipping and hard stand storage. High and low mode

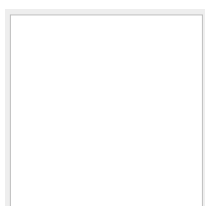
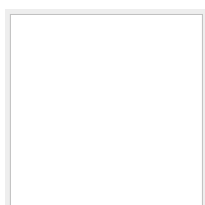
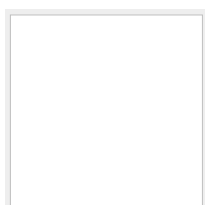
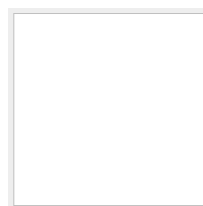
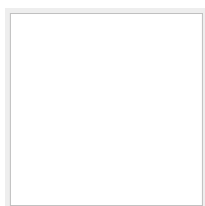
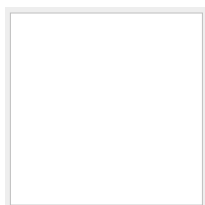
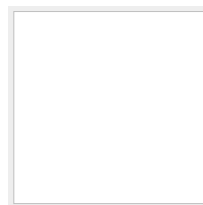
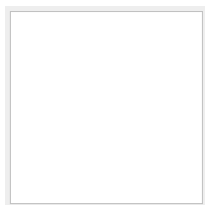
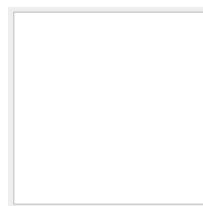
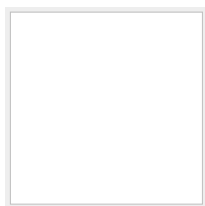
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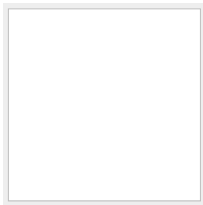
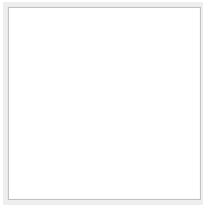
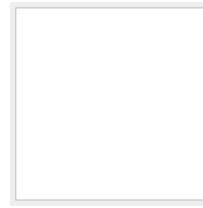
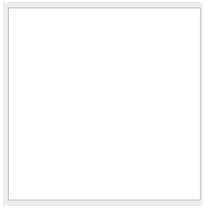
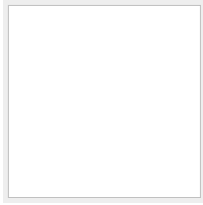
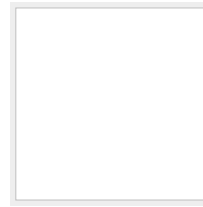
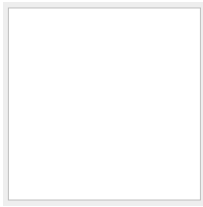
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ФОТОГРАФИИ





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.

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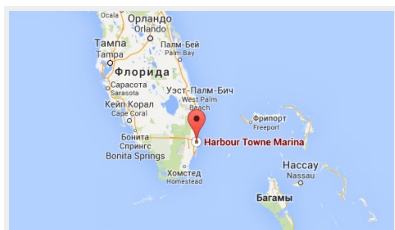
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Время работы

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

Воскресенье: **Закр**ыто

Адрес



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