

BARLOVENTO II — ABEKING & RASMUSSEN



Судостроитель:

ABEKING & RASMUSSEN

Год постройки: 1959

Модель: Классическая яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 72' 0" (21.95m)

Ширина: 18' 0" (5.49m)

Мин. осадка: 5' 6" (1.68m)

Макс. осадка: 12' 0" (3.66m)

Крейс. скорость: 8 Kts. (9 MPH)

Макс. скорость: 10 Kts. (12 MPH)

Купить Barlovento II — ABEKING & RASMUSSEN 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 Barlovento II — ABEKING & RASMUSSEN 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

"BARLOVENTO II" is a famous "classic" Rhodes designed ketch built in 1959 by Abeking & Rasmussen in Germany. She was built for the duPont family with a view to do, among other things, some competitive racing including particularly racing in the annual Newport to Bermuda race. Indeed, there was a book written out the 1960 Bermuda race which featured Barlovento II. Completely refit in 1986 she now stands ready to be restored once again. With a double centerboard keel her shallow draft capabilities lend themselves ideally to Caribbean cruising without sacrificing blue-water stability. A "Must See" for any classic enthusiast looking to personalize amenities.

Основная информация

Тип судна: Классическая яхта	Подкатегория: Крейсерский кеч
Модельный год: 1959	Год постройки: 1959
Год обновления: 1986	Страна: United States

Размеры

Длина общая: 72' 0" (21.95m)	Длина по ватерлинии: 50' 0" (15.24m)
Длина палубы: 70' 0" (21.34m)	Ширина: 18' 0" (5.49m)
Мин. осадка: 5' 6" (1.68m)	Макс. осадка: 12' 0" (3.66m)

Скорость, вместимость и масса

Крейс. скорость: 8 Kts. (9 MPH)	Макс. скорость: 10 Kts. (12 MPH)
Водоизмещение: 86000 Pounds	Вместимость воды: 548 Gallons
Объем топливного бака: 359 Gallons	

Размещение

Всего кают: 3

Всего коек: 7

Спальные места: 8

Всего ком. состава: 2

Каюты экипажа: 1

Корпус и палуба

Материал корпуса: Steel

Материал палубы: Teak

Комплектация корпуса: Centerboard

Цвет корпуса: White

Дизайнер корпуса: Phillip Rhodes

ПОДРОБНОЕ ОПИСАНИЕ

BOAT HIGHLIGHTS

Built in 1959 by Abeking and Rasmussen in Germany "BARLOVENTO II" stands out! Her uncommon versatility and outstanding quality set her apart.

Designed by Phillip Rhodes for Pierre S. duPont with offshore sailing in mind she stormed toward the finish line in the 1960 Newport to Bermuda race under full main and staysail in winds up to 60 knots to take a respectable fourth place in the 22 boat A class. In 1964 she completed the race in a time of 103:51.

Barlovento II also graces the cover of the well known book "A Berth to Bermuda" by Bill Robinson.

In 1986 she underwent a complete restoration including new bottom plating, tanks replaced, engine and generator overhaul, new plumbing and wiring, new galley and all new rigging. Keeping with modern standards a bow thruster was added shortly after that.

Today, a unique opportunity exists to take this rare diamond and restore her once again to her former glory. Her twin centerboard design enables both deepwater passage making and shallow water cruising with comfort and ease, her interior layout with accommodations for nine provides a spacious escape from the elements.

Currently dry stored in Sturgeon Bay Wisconsin she is immediately available for inspection. With world class tradesmen and competitively priced shipyards nearby she is well located to be restored and personalized once again by her next owner.

INTERIOR LAYOUT

Elegant accommodations for 9.

The OWNER'S STATEROOM aft includes:

- Double berth to starboard
- Twin berth to port
- Dressing seat
- Dresser/vanity
- Abundant storage in hanging lockers, drawers, storage lockers
- Private ensuite head compartment includes a separate shower stall and bathtub

Forward of the aft stateroom to starboard is a double GUEST STATEROOM which includes:

- 2 lower twin beds

- Vanity/dresser
- Hanging locker
- Drawers and storage lockers
- Across the companionway to starboard is the guest head compartment with shower

Up a few steps to the MAIN DECK SALON which includes:

- Large U-shaped dinette/lounge to port
- To starboard is a single settee which can be used as a comfortable sea berth
- Abundant drawers, shelves and storage lockers
- Large salon windows provide a light and airy feeling

A few steps down to the DINING SALON which includes:

- U-shaped dinette/lounge area with a drop leaf table
- Leaded glass crystal and linen lockers
- Shelves and storage lockers
- Both the Deck Salon and the Dining Salon provide excellent entertaining areas.

Opposite the dining salon to starboard is a SINGLE PRIVATE STATEROOM/OFFICE which includes:

- Single lower berth
- Built-in desk
- Hanging locker, drawers, shelves and storage lockers
- This stateroom could be used as a Captain's quarters or an additional guest stateroom

Forward of the dining salon to port is a large GALLEY which includes:

- Ample countertop space
- Large refrigeration and freezer compartments
- Large double stainless steel sinks
- 3-burner propane stove with oven
- Microwave/convection oven
- Ample storage space

To starboard of the galley is a THIRD HEAD COMPARTMENT which includes:

- Storage cabinets
- Sink
- Countertop space
- The head has been removed from the compartment, and this area is currently being used as a WORKSHOP.

Forward in the bow is a DOUBLE STATEROOM which includes:

- Port and starboard twin single berths

- Shelves
- Storage lockers,
- Foredeck access hatch
- This stateroom would be great for crew or additional guests

VENTILATION is provided by:

- 22 opening ports
- Sliding salon windows
- 3 hatches
- 10 chrome dorade vents
- Cabin fans
- Cruise Air reverse cycle heat and air conditioning system (5 units)

INTERIOR DECOR: Classic white painted bulkheads with beautiful varnished teak trim, teak and holly cabin sole, decorator fabrics throughout, accent pillows, leveler blinds and curtains.

MECHANICAL

- The engine room is located below the salon deck with access thru 2 large hatches in the cabin sole and a walk-in door from the lower dining salon.
- Main engine is a 1959 GM 471 165 HP diesel with Allison model M - 2:1 reduction gear.
- Fresh water cooling system
- Secondary Racor fuel filters
- 359 gallon fuel capacity in two integral steel tanks
- Fixed 3-blade bronze propeller
- Vetus bow thruster.
- Twin fore and aft centerboards with position indicators.
- Scuba dive tank compressor.

ELECTRICAL

- 110 volt and 220 volt AC electrical systems
- 12 volt and 32 volt DC electrical systems
- 3 battery banks
- 2 Sentry battery chargers
- Battery parallel switch
- Best power inverter
- 110 volt shore power system with shore power cord and adaptors
- Lamarch Isolation Transformer on AC shore power line
- 2 Acme Transformers

- 20 KW Northern Lights generator
- 8 KW Northern Lights generator
- Main and mizzen spreader lights
- Navigation lights.

PLUMBING

- Hot and cold pressure water system with 548 gallon water capacity in 4 integral steel tanks
- Sea Recovery 100 gallon per day water maker
- 16 gallon hot water heater
- 4 sinks,
- 2 showers
- 2 Vacu-Flush electric heads
- Jabsco deck wash down system

ELECTRONICS

- 8" Ritchie binnacle compass
- Brooks and Gatehouse Hornet 4 system and Hecta sense system which includes (knot meter, log, wind speed and wind direction indicators and depth sounder
- Furuno 803D 36 mile radar unit (mizzen mast mounted)
- North Star 800 Loran C
- Raytheon Ray Star 920 GPS chart plotter
- Garmin 250 Fish Finder
- Standard Horizon Eclipse VHF radio telephone
- Stephens SEA - 322 SSB radio
- Robertson AP 200 DL autopilot
- Magnavox MX-4102 Satellite Navigation system
- Alden Weather Fax system
- AIWA TV/VCR combination, TV and telephone shore hook-ups
- Two sets of Clock and barometer
- Sony AM/FM stereo system with CD player

RIGGING AND HARDWARE

- Ketch rig
- Aluminum main and mizzen masts
- Sitka spruce booms
- Aluminum spinnaker pole
- Headsail roller furling system
- Up-dated standing and running rigging, all necessary tracks, blocks, cars for sailing.

- Most winches are Barient
- Primary winches are Electric Barient # 735's.

SAILS

- Mainsail
- Mizzen
- 150% Genoa
- 135% Genoa
- Yankee
- Working jib
- Storm jib
- Fore Staysail
- Storm Staysail
- Mizzen Staysail
- Spinnaker with spinnaker sock

SAFETY EQUIPMENT

- Bow pulpit
- Stern rail
- Hand rails
- Double life lines
- Three electric bilge pumps
- Engine room ventilation blowers
- 4 hand held fire extinguishers
- 50 LB automatic engine room extinguishing system
- Bilge alarm system
- 2 horseshoe life rings
- Narco EPIRB
- Avon canister life raft
- Air horn with compressor
- Ship's bell
- Search light
- Flare kit
- Lightning ground system
- Electrolysis monitor system
- Storm shutters for deck house windows
- Life jackets
- Throwable cockpit cushions
- Bosun's chair
- Radar reflector

- Fore and aft deck emergency escape hatches
- Two 105 LB CQR plow anchors, each with chain anchor rode

HULL AND DECK

Built by Abeking & Rasmussen in 1959. Still one of the finest Yachtbuilders in the world today! A great performing boat built to go anywhere!

CONSTRUCTION: Welded steel plating (1/4" topsides plating to 3/8" bottom plating with 22" on center framing). Twin fore and aft centerboards. Teak decking over steel deck plating. House construction is teak.

PILOTHOUSE: Spacious horseshoe shaped cockpit with wrap around seating, a large folding cockpit table and storage attached to the forward end of the helm station.

ADDITIONAL EQUIPMENT

- Fenders
- Dock lines
- Life lines
- Boarding gates port and starboard
- Boat hook
- Swim ladder
- Boarding passerelle
- Stainless steel bow anchor roller
- Galley Maid 40 electric anchor windlass
- Abundant number of spares
- Full boat Summer awning

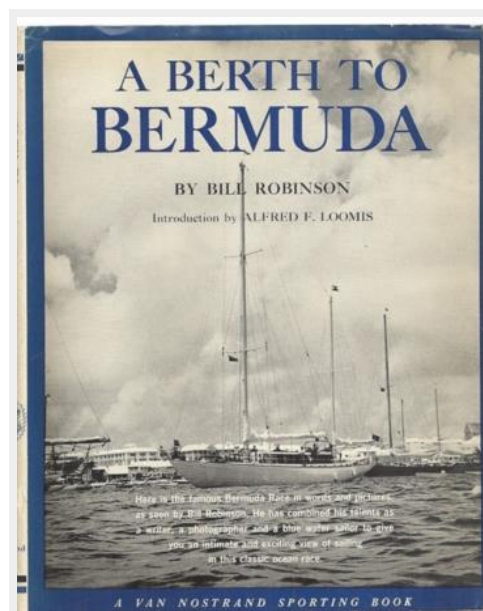
Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ



ON THE RACING CIRCUIT

THREE AMERICA'S CUP CONTENDERS SET

Proof, if it's needed, that America's Cup competition has captured the imaginations of our most affluent yachtsmen came with the Nov. 11 announcement that a new 12-Meter syndicate, consisting of 30 men and women, had pledged its project \$500,000. Syndicate chairman is Pierre S. du Pont of Wilmington, Delaware.

The new, still unnamed boat, designed by renowned naval architect A. E. (Bill) Luders Jr., will be built by his Luders Marine Construction Co. in Standford, Conn., where cup-holder Weatherly was built. Construction begins this month with commissioning scheduled early next June. Skipper will be 56-year-old William S. Cox of Darien, Conn., a top-flight one-design sailor. Cox is now choosing his '64 crew.

The 52-year-old du Pont, an executive with E. I. du Pont de Nemours & Co., is a frequent ocean racer in his 72' ketch, *Barlovento II*. Other syndicate principals include du Pont family members Felix and Reynolds, and H. Irving Pratt; Mrs. Lucy Cunningham, wife of Biggs S. Cunningham who is a member of the new Constellation syndicate; Walter S. Hadley; Bronsler Bartram; Walter Wheeler Jr.; and Clayton Ewing. For size and wealth, the du Pont syndicate is unmatched in Cup history.

The two other current Cup syndicates are the Constellation group headed by Walter Gulemann and Eric Bidder, now building their boat at the Mineford Yacht Yard in City Island, N.Y., and the New England Nereid team, new last year.

At this writing the fates of Weatherly, 1962 winner, and *Columbia* were still in doubt. The latter is up for sale and Weatherly's Henry Meyer syndicate has not indicated an intent to race her. Hopes for a Florida keelover 12-Meter, headed by Homer Dorian of Melbourne, faded last month because of insufficient financing. However, Dorian reported his group would make a bid in 1967 with a Charles Morgan-designed 12-Meter, *Eastover*, the handsome "family" 12-Meter built by Chandler Hovey of Marblehead, Mass. was formally retired from Cup competition by her owners last month. But if *Eastover* does



Winner of the 120-mile Tampa Fort Myers Race was the 31-year-old *Danishon*, owned and skippered by Joe Ryan of Tampa.

four trials Aug. 17-Sept. 6. The chosen defender will meet the British boat on a date to be set by Henry S. Morgan, chairman of the N.Y.C. America's Cup Committee, and the Royal Thames Y.C. of London. Two new Sovereigns, launched last summer, and *Karewa V*, now under construction at Sandbank, Scotland. The latter, financed by brothers Frank and John Livingston of Australia, will be skippered by 31-year-old Glenn Parker whose father sailed on a British challenger 25 years ago.

THE RESULTS

BOAT	OWNER	RACE	COMPLETION TIME
Barlovento II	Pierre S. du Pont III	14:05:07	14:07:38
Madras	James L. Madden	14:40:07	15:22:58
Cyrene	Henry S. du Pont	14:53:20	15:44:21
Flag	Charles S. Bell, Sr.	15:01:21	15:36:43
Fjord	C. F. John	15:13:38	15:54:50
Star	Thomas H. Olson	15:20:55	15:57:55
Just	U. S. N. A.	15:33:51	15:58:10
Headland	Walter S. Gulemann	15:38:48	16:05:21
Whispering Light	U. S. N. A.	15:43:00	16:05:22
Passion	Volney Thomas	15:52:23	16:24:22
Blue Water	U. S. N. A.	15:57:07	16:19:23
Acquiesce	U. S. N. A.	16:28:00	16:17:48
Albat	Dr. Charles E. Hill	17:19:28	16:21:32
Jackie	Charles Olson	17:21:16	16:23:20
Whisper	Henry S. du Pont	18:27:20	16:37:58
Darklight	James S. Bidder	18:28:27	16:32:20
Swift	U. S. N. A.	17:50:01	16:31:49
Arctic	U. S. N. A.	18:34:30	16:32:26
Madras	John Jeffrey	17:25:40	16:26:20
Madras	U. S. N. A.	17:28:22	16:40:54
Madras	U. S. N. A.	17:28:22	16:44:28
Madras	U. S. N. A.	18:45:42	16:45:08
Madras	U. S. N. A.	17:15:15	16:47:24
Madras	U. S. N. A.	18:28:12	16:48:55
Madras	U. S. N. A.	17:25:42	16:58:13
Madras	U. S. N. A.	16:50:23	16:52:20
Madras	U. S. N. A.	17:25:32	16:56:24
Madras	U. S. N. A.	17:41:05	16:57:08
Madras	Anthony B. Scott	17:15:15	16:55:27
Madras	James S. Bidder	16:14:02	16:48:45

RECORD breaking field took part in this publication's Annual Invitation Derby for large racing yachts that ran on October 31 and November 1. There was only one scratch in the list of thirty-two entries and when the official starter's flag went down, thirty-one of the fastest three-masted keelers in ocean racing circles broke clean for the hundred-mile distance event, down the Chesapeake to Point-No-Point and back.

Although this was billed as a flat race, the boat showing was made by the point-to-point entries from the Vietnam Hunt Yacht Squadron of Wilmington, Delaware, which showed a liking for the wet track, taking first, third, fifth, and sixteenth positions in the crack handicap class. There was not a plater in the field... nothing but gold-platers.

The winner was *Barlovento II*, an American sloop, German import by Rhodes out of Abeking & Rasmussen, owned by Pierre S. duPont III, whose wife Jane was up at the start. Honor-up honors went to James L. Madden's recently acquired, former Bermuda Race winner *Greener* with her owner in the truss. Silverware for show (there were no cash prizes nor any pari-mutuel betting) was won by Cyrene, Henry S. duPont's new aluminum-shod beauty from Sparkman & Stephens' design stable.

The results although no surprise to those who make a study of conformation, will no doubt have an effect on the winter track. Both *Barlovento II* and *Cyrene* were Florida-bound to take part in the Southern Ocean Racing Circuit stakes, and the two Delaware speedsters are also slated to start in the 1960 Bermuda and trans-Atlantic-to-Goldenberg distance events.

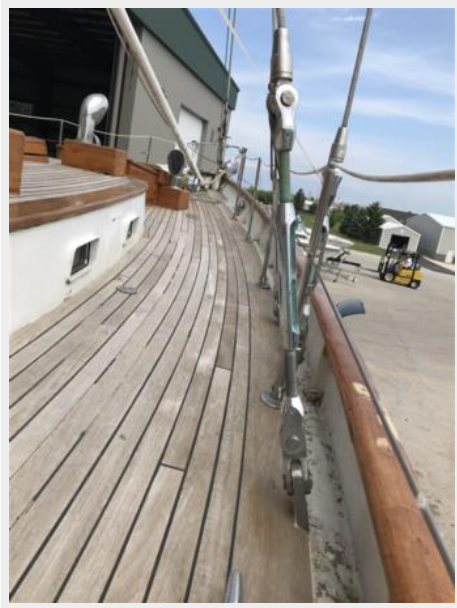
Fleet players, as it turned out, would have been wise to



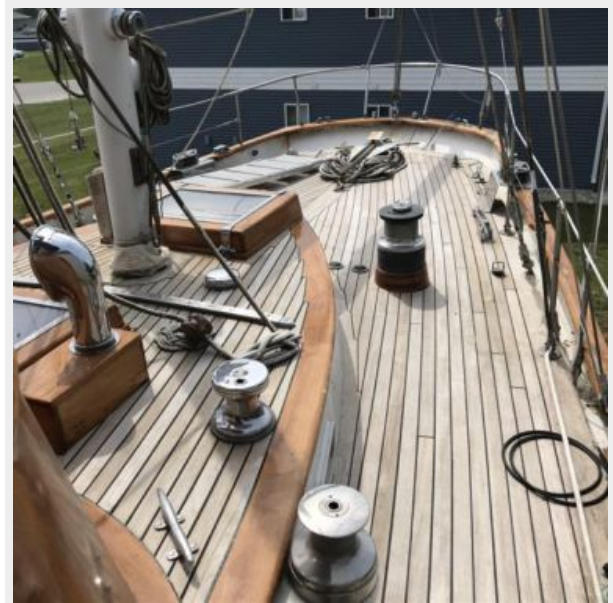


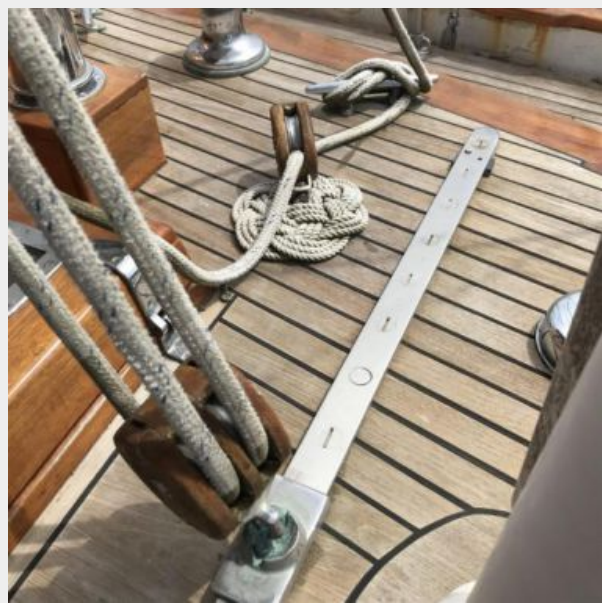
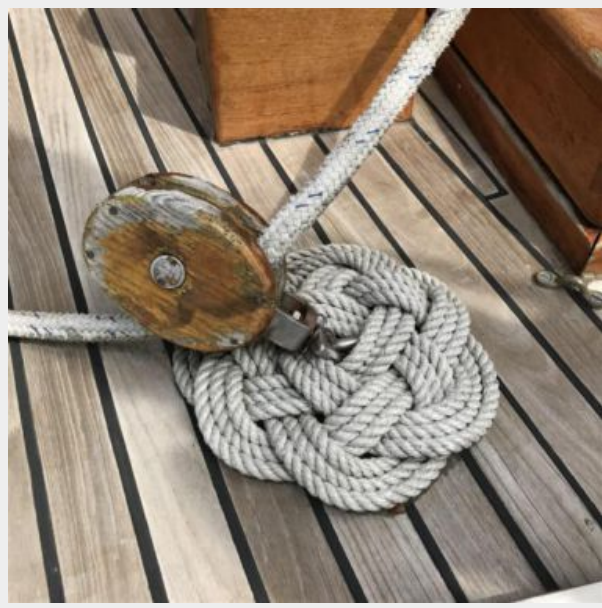




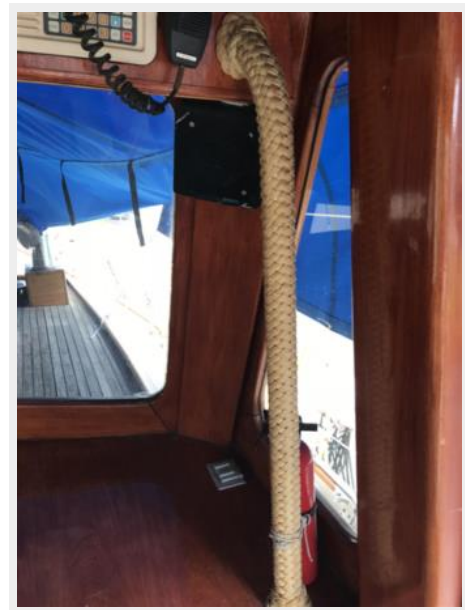






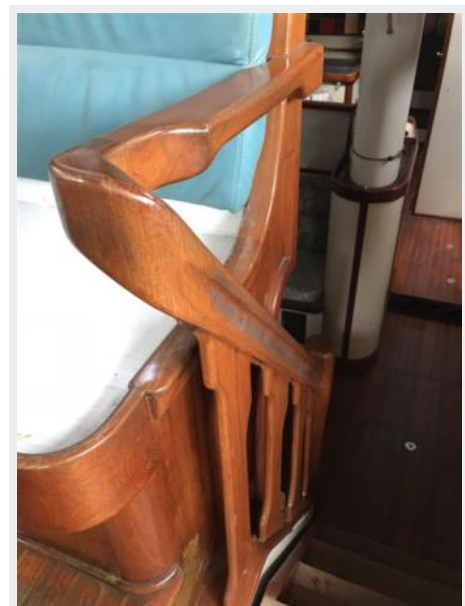










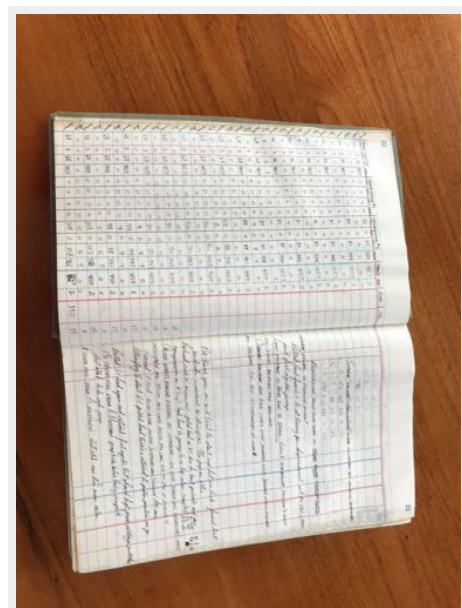






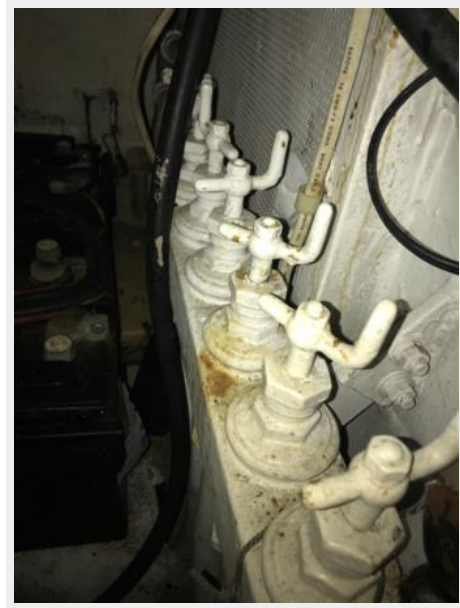
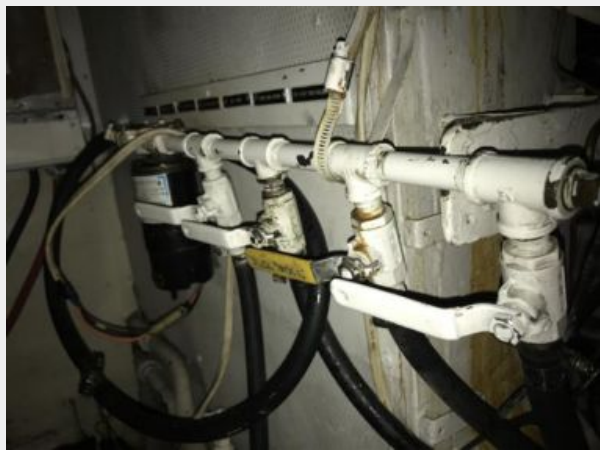


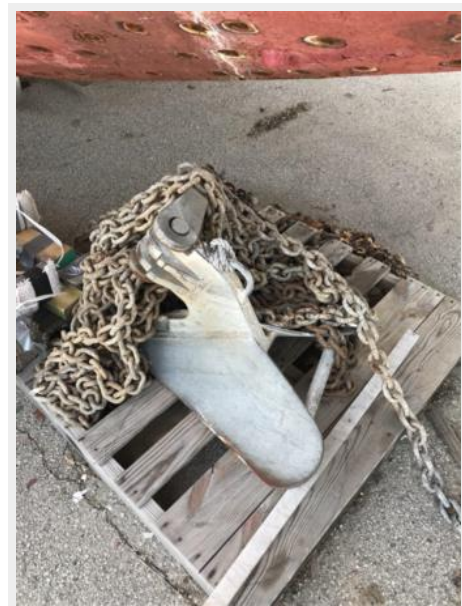
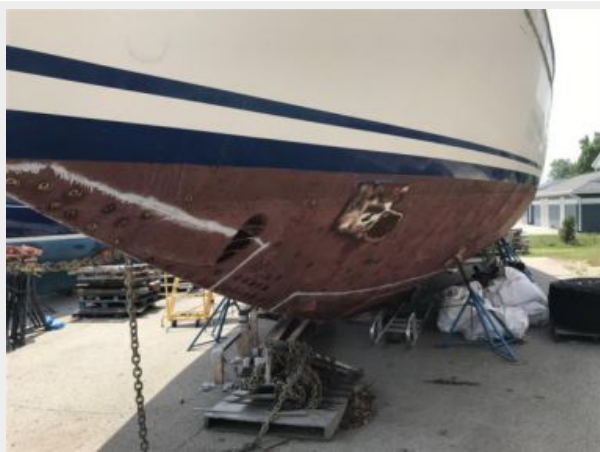
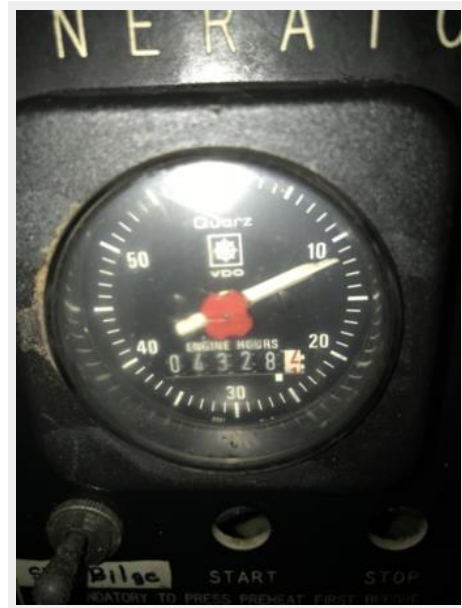




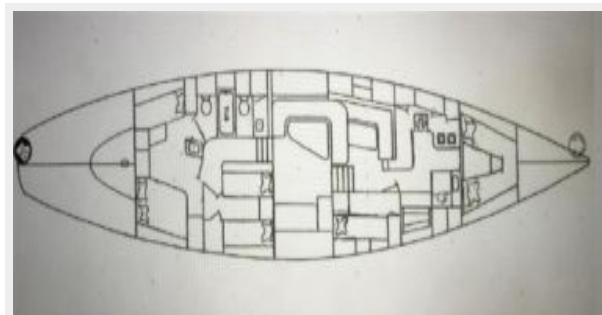












КОНТАКТЫ

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Время работы

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

Воскресенье: **Закрито**

Адрес



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