

B5 — NAUTOR'S SWAN



Судостроитель: NAUTOR'S SWAN

Год постройки: 2008

Модель: Cruising/Racing Sailboat

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: Italy

Длина общая: 90' 11" (27.71m)

Ширина: 21' 3" (6.46m)

Макс. осадка: 14' 6" (4.40m)

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ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	3
Обзор	3
Основная информация	3
Размеры	3
Скорость, вместимость и масса	3
Размещение	3
Корпус и палуба	4
ПОДРОБНОЕ ОПИСАНИЕ	5
Detailed information	5
Исключения	29
Отказ от ответственности	29
ФОТОГРАФИИ	31
КОНТАКТЫ	37
Контактная информация	37
Телефоны	37
Время работы	37
Адрес	37

ХАРАКТЕРИСТИКИ

Обзор

The yacht has been bought one year ago after a successful previous life as a racing yacht, which proved to be the best way to contain her usage and preserve her systems along the years, as the real time spent at sea has been reduced to a minimum.

Along this year the present owner, a real passionate sailor and cruiser, gave a burst of improvement to the yacht following his philosophy of constantly maintain and upgrade his boats to a top standard. In this process the focus has been to enhance the cruising ability of the yacht, maintaining all the racing gear to dress her up when required.

Основная информация

Тип судна: Cruising/Racing Sailboat **Модельный год:** 2008

Год постройки: 2008 **Страна:** Italy

Размеры

Длина общая: 90' 11" (27.71m) **Длина по ватерлинии:** 80' 7" (24.55m)

Ширина: 21' 3" (6.46m) **Макс. осадка:** 14' 6" (4.40m)

Скорость, вместимость и масса

Водоизмещение: 119050 Pounds **Вместимость воды:** 264 Gallons

Вместимость сточного бака: 106 Gallons **Объем топливного бака:** 528 Gallons

Размещение

Всего кают: 6

Корпус и палуба

Материал корпуса: Carbon Fiber

ПОДРОБНОЕ ОПИСАНИЕ

Detailed information

The yacht has been bought one year ago after a successful previous life as a racing yacht, which proved to be the best way to contain her usage and preserve her systems along the years, as the real time spent at sea has been reduced to a minimum.

Along this year the present owner, a real passionate sailor and cruiser, gave a burst of improvement to the yacht following his philosophy of constantly maintain and upgrade his boats to a top standard. In this process the focus has been to enhance the cruising ability of the yacht, maintaining all the racing gear to dress her up when required.

The main Upgrades of the 2016 have been:

- New EC6 carbon rigging
- Increased battery size, with an innovative Li-Ion system from MasterVolt. The aim has been to fit within the same weight almost 3 times more power availability (80Kw), with a 12KW capable inverter system that can power the all boat with a full aircond for about 12h, or the yacht without aircond for days, saving many hours of generator running and extending its life. This is the biggest lithium battery system done from MasterVolt Italy ever.
- The generator has been put to Zero hours, with full revision of engine head, cylinders, pistons, pistons rings, valves tolerances, injection system (HP pump and injectors)
- In order to focus more on the cruising it has been installed a 3 drawer ventilated fridge for vegetables or other of about 120lt, fully supported by the extra power available
- A custom tender of 3,5mt has been built specifically for this yacht, together with its hauling and launching system with motorized winch. The tender has a 20hp engine, an aluminium hull and a foldable stern in order to fit into the garage without removing the outboard engine, it has teak walking areas and custom cushions
- All the running rigging has been renewed with top quality Gottifredi&Mafioli material (halyards, sheets, etc.)
- The mainsail track and cars have been exchanged from sliders to spheres, allowing a way broader range of usage and a way more seaworthy operation
- New hydraulic battery pack
- The navigation electronics has been updated and two Furuno NavNet2 touch screen plotters introduced, together with a MiniMac, extra B&G material, etc.
- The entertaining system has been refreshed with a new flat tv and stereo system for saloon and cockpit
- Propeller swap with a Brunton Varifold 4 blades (folding)
- Boiler warming system, beside 3 electrical resistances, improved with main engine and generator heat exchangers. This saves a lot of energy and allow always hot water onboard

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.

Finish

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 2017.

Keel

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

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

Winches

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

- Two Harken B1130 primary winches in cockpit
- One Harken B1130 Mainsheet winch
- One Harken B990.3 halyard winch near the mast
- 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

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.

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.

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

- Two hinged 500x390 mm above guest cabin
- Two hinged 500x500 mm above saloon
- Two hinged 360x250 mm above aft guest bathrooms
- Two hinged 500x500 mm above Owner's cabin
- One hinged 500x390 mm above owner's bathroom

- Two hinged 360x250 mm above crew cabin

Teak covered hatches

- One hinged hatch to anchor stowage and windlass
- One hinged 800x800 mm to sail locker
- One hinged 800x800 mm to lazarette
- Two hinged 650x550 mm to lazarette stowage

Portholes

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

- Two in starboard aft guest cabin
- One in starboard aft guest bathroom
- Three in galley

Main companionway

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

Aft Companionway

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

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

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

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.

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.

Domestic Appliances

- 2x front loading refrigerators 115 l
- 2x front loading freezers 90 l
- Four burner gas stove with electrical oven, width 600 mm.
- Two ring induction stove
- Cooker hood
- Dishwasher
- Food waste disposal integrated with sink.
- Microwave oven
- Washer Dryer

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

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

table top. The instrument panels are facing aft. The panels are divided and can be

removed easily for service or installations. Padded chair with a wooden structure. The chair can be secured to floorboards when sailing.

Engine Room

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

Partitions between cabins, toilets, corridors, etc. are built to meet a 20 dB reduction of airborne sound.

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 \varnothing 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 \varnothing 760x526 (30"x21")

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.

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

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.

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.

Hydraulic Functions

- Anchor windlass
- Jib furler
- Anchor swing arm
- Bow thruster thrust
- Bow thruster up/down
- Outhaul
- Inner forestay tensioner

- Jib halyard tensioner
 - Boom vang
 - Starboard halyard winch
 - Port halyard winch
 - Centre Halyard Winch
 - Cunningham
 - Starboard primary winch
 - Port primary winch
 - Mainsheet winch
 - Mainsheet traveller
 - Barber Hauler system
 - Port jib car puller
 - Starboard Jib Car puller
 - Main sheet captive winch
-
- Backstay tensioner
 - Auto pilot back up, supplies oil to auto pilot cylinders from a genset PTO pump.
 - Transom hatch cylinders

Pneumatics

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.

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.

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.

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

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

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 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. ManualBackup pump

Toilet Systems

The toilets are Tecma CarbonSilence 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.

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

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.

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.

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 has been recently increased with an innovative Li-Ion system from MasterVolt. The aim has been to fit within the same weight almost 3 times more power availability (80Kw), with a 12KW capable inverter system that can power all boat with full aircond for about 12h, saving many hours of generator running and extending its life. 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.

Alarm and Monitoring Systems

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

Fresh Water tank level

- Fresh Water pump run dry
- Sea Water pump run dry
- Grey water tank level
- Black water tank level
- Bilge level alarms
- Bilge pump runtime
- Fuel tank level
- Water in Fuel separator
- Hydraulic oil level
- Hydraulic oil temp
- Low Battery voltage

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.

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.

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.

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

COMAR Class B AIS unit integrated with PC

Hi speed GPS antenna installed in 2014

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

Auto Pilot System

B&G H3000 ACP2 autopilot system with one Graphical PilotDisplay (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.

COMMUNICATION SYSTEMS

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.

Satellite communication

Sailor SAT C system with easymail software

Cellular Phone Systems

4G and wifi antenna with router

ENTERTAINMENT SYSTEMS

Audio System

Saloon:

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

Cockpit:

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

Guest Cabins:

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

Video System

Saloon:

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. Nil infrared remote system.

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

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.

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

Standing Rigging

EC SIX continuous standing rigging (new 2016) Forestay in Navtec Nitronic rod with Reckman furler. Racing headstay in ECsix with custom race jib tack fitting. Headstay length adjustable with pressure sensor.

Running Rigging

All Halyards SK99 full race

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

Rig Hydraulics

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

- Reckmann UD4 Sphere hydraulic furling head stay with R6 Single groove Carbon foil.
- Navtec cylinder for inner forestay tensioner, Navtec -40 SE.
- Navtec boom vang, Navtec -90
- Navtec jib halyard tensioner, Navtec -30 FE
- Mainsail outhaul, Navtec -22 FE.
- Cunningham Navtec -17 FE
- Two cylinders with mechanical locks for split backstay adjustment, 2x Navtec -30 L.

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.

Tender

3.85m rigid inflatable tender with 9.9hp outboard engine

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

Sailing Gear

One removable MPS block Harken C5813 \varnothing 150 mm on C7403 base

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

Flag pole

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

SAIL	NOTES
J3a	2014 – 3Di – Cruising presently
MN cruise	2014 – 3Di – Cruising presently
A4a	2017 – Nylon – Cruising presently
Staysail	2008 – Spectra Carbon – Cruising presently
Storm Jib	2008 – Dacron – Cruising presently

Code 0 (cruise) 2008

Racing

SAIL	NOTES
J2	2016 – 3Di – Race
J3b	2016 – 3Di – Race
J4	2014 – 3Di – Race
Gennaker Staysail 2016 – CZ	
MN2	2016 – 3Di – Race
J1	2014 – 3Di – Race
A1.5A	2016 – Nylon – Race
A2.5A	2016 – Nylon – Race
A2c	2014 – Nylon – Race
A3b	2014 – Nylon – Race
A1b	2012 – Nylon – Race
A2b	2012 – Nylon – Race

A4b	2014 – Nylon – Race
Gennaker SS	2012
MN Trysail	2008 – For old mast track

Spares and Tools

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

Basic engine and generator tool kits are provided.

Miscellaneous

The main extra ordinary maintenances:

- Bow thruster completely renewed, new propellers, pistons, motor, etc. The full components apart the casing
- All electric motors, fans and pumps have been serviced or changed
- NS 3Di race sails modified for cruising with a full folding batten system for the jibs
- Cruising rod forestay NDT check and installation
- RINA class visits and approvals
- All deck equipment serviced and renewed
- Enhanced anodic protection of the yacht and worn metal parts in engine room exchanged
- Air conditioning and Refrigeration systems fully serviced and renewed
- Anchor Windlass brake system renewed

Name to be retained by owner

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.

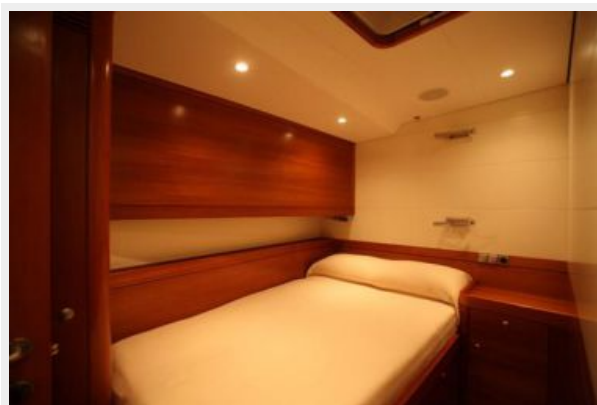
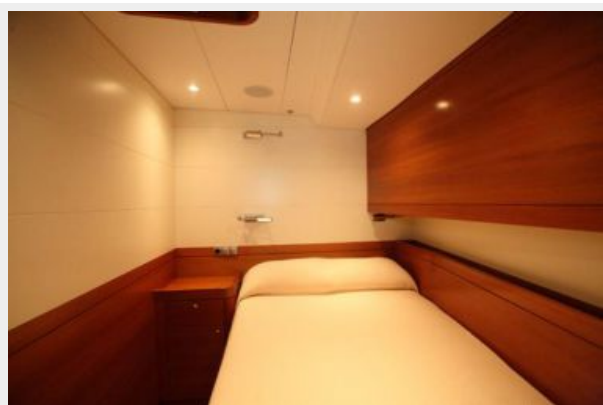
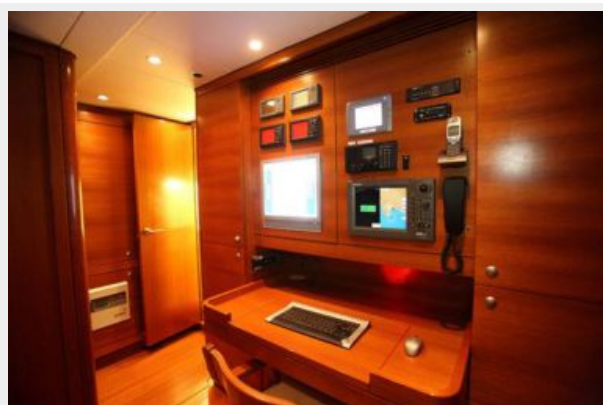
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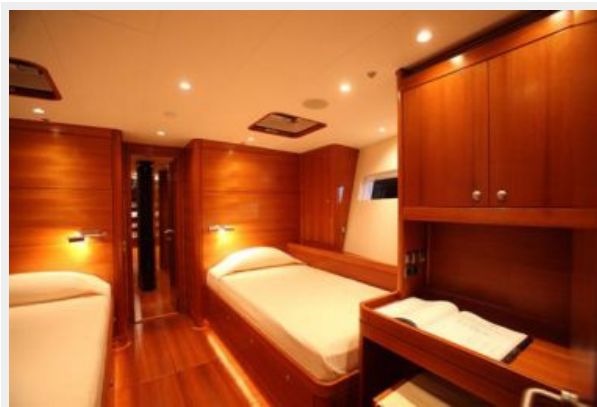
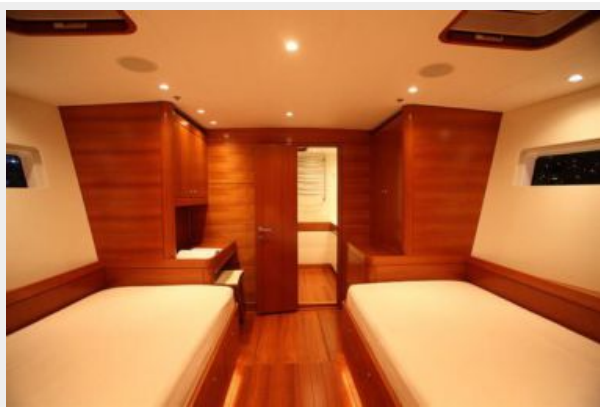












КОНТАКТЫ

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Время работы

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

Воскресенье: **Закрыто**

Адрес



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