

SHAMANNA — OY NAUTOR AB



Судостроитель: OY NAUTOR AB

Год постройки: 2015

Модель: Cruising/Racing Sailboat

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: Spain

Длина общая: 115' 6" (35.20m)

Ширина: 26' 8" (8.12m)

Мин. осадка: 11' 6" (3.50m)

Макс. осадка: 18' 11" (5.75m)

Купить Shamanna — OY NAUTOR AB 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 Shamanna — OY NAUTOR AB 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

SHAMANNA, the first Swan 115 FD, is the ultimate in pedigree sailing yachts. The true sailor's choice, the level of comfort found on this Swan 115 is seldom encountered on a sailing yacht of this ability.

The new hull shape designed by Germán Frers, with its plumb bow, wide stern and twin rudders to increase responsiveness, puts a priority on high-performance. Shamanna was built for a demanding owner, paying special attention to custom appointments and comfort. She has a luxurious 4-cabin layout. Sporting an appealing flush deck, with a full carbon hull and deck.

Recent improvements include:

Rig:

- Upgraded the check stays from Aramid to EC6 which are significantly lighter and stiffer.
- Purchased top down furling cables and furlers to allow top down furling for spinnakers
- Optimized and reconstructed Bowsprit

Deck:

- Upgraded the spray hood
- Optimised all deck fittings
- Added many extra storage solutions
- Optimised anchor arm setup

Hull:

- New downsized rudders - better feeling on the wheel and better performance

Tender:

- 4 Metre Williams SportJet 400 Tender, 100 HP, BRP Rotax engine.

Communication:

- Added a FBB250 all global satellite in addition to VSAT allowing for satellite connection in far parts of the globe.

Основная информация

Тип судна: Cruising/Racing Sailboat

Модельный год: 2015

Год постройки: 2015

Страна: Spain

Размеры

Длина общая: 115' 6" (35.20m)

Длина по ватерлинии: 107' 9" (32.84m)

Ширина: 26' 8" (8.12m)

Мин. осадка: 11' 6" (3.50m)

Макс. осадка: 18' 11" (5.75m)

Скорость, вместимость и масса

Водоизмещение: 210761.922472 Pounds **Вместимость воды:** 792.516156 Gallons

Объем топливного бака: 1452.946286
Gallons

Размещение

Всего кают: 4

Всего ком. состава: 4

Каюты экипажа: 3

Комм. состав экипажа: 3

Корпус и палуба

Материал корпуса: Carbon Fiber

Цвет корпуса: Dark Blue

Дизайнер корпуса: Germán Frers

Информация о двигателе

Производитель: Scania

Модель: D113 070M (331 kw / 450 hp)

ПОДРОБНОЕ ОПИСАНИЕ

Detailed Information

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HULL & APPENDAGES

Construction

The layup is of a foam cored carbon fibre epoxy reinforced construction in a female mold.

The hull is pre-preg carbon fibre foam sandwich. The laminate is vacuum consolidated and oven cured at +70C. The core is M-Grade Corecell SAN Foam with high density used in the high loaded areas.

A high proportion of the fibres are unidirectional resulting in a stiff structure

The stiffeners and structural bulkheads are made using Carbon SE70 Pre-preg and Nomex, vacuum consolidated at +70C. Special care is taken to assure rigid foundations and adhesion to the hull.

Additional carbon reinforcement is applied around areas where there are openings and cut outs.

Keel

Lifting keel supplied by APM srl. The keel system is attached to the hull through a carbon fibre keel trunk. The keel fin is made of welded and milled high strength steel fin. The bulb is lead casting with 4,5% antimony and is attached to the keel fin with AISI 329 bolts. The lifting mechanism is through hydraulic cylinders.

The fin is fabricated and faired to a tolerance of 0 / +3 mm.

Steering Systems

The steering system is a twin rudder and twin wheel sprocket with chain and cables.

The steering consoles are Nautor made in composite with space for navigation and control systems.

Hubs and sprockets are supplied by JP3

There are two 1400 mm Nautor designed clear coated 3-spoked carbon composite wheels. The wheels can be disengaged.

Rudders

The rudders are supplied by Isotop. They have carbon fibre/epoxy skins on foam cores and tubular carbon fiber stocks. The rudders are designed with a sacrificial tip. Weed deflectors are located in front of the rudders and are surface mounted. New down sized rudders for better performance and feel

Rudder Bearings and Quadrant

The rudders are supported by self-aligning bearings supplied by JP3. Lightweight aluminium steering quadrants are clamped to the rudder stocks.

DECK

The main deck is of carbon fibre pre-preg sandwich construction with Nomex Honeycomb Core. The coach roof and coamings are of a carbon fibre pre-preg sandwich construction with Corecell Core. High density core is used in the high load areas and in way of deck fittings. The deck is bonded to the hull using high strength structural adhesives.

The teak deck consists of teak battens 75 x 12mm with black 5mm caulking. The teak decking is vacuum bonded with epoxy adhesive.

Deck Equipment

All winches are hydraulically driven via the yacht's hydraulic main ring. Systems are connected to the valve blocks with flexible hoses.

Winches

Two Harken B1135.3 STASA primary winches on the cockpit coaming

Two Harken B1135.3 STASA secondary winches on the cockpit coaming

Four Harken B1130.3 STASA winches near the mast

Captive winches

One Harken 9T captive winch for main sheet

Anchor windlass

The Muir VR4500 windlass is a vertical model and it is installed in the anchor locker.

Mooring winch

One hydraulically operated, retractable Sanguinetti Capstan drum mooring winch installed on fore deck.

Sail Handling Systems

There are Harken hard anodized aluminum tracks for two jib cars and harken mainsheet traveler with custom cars and stoppers.

Spinlock ZS jammers for halyards, preventer, tack and reef lines

Reckmann UD5 furling headstay with Carbo-link torsional headstay

Eight pad eyes on bulwark

Pushpit and Pulpit

The pushpit and pulpit and lifelines are with spacing and in accordance with ISAF/ORG requirements

32mm polished stainless tube. The pushpit has an access gate for the gangway.

Lifelines and Stanchions

The Stanchions are 610mm high with 2 wire lifelines of 5mm and 4mm, spacing and in accordance with ISAF/ORG requirements.

Cleats and Fairleads

Six custom titanium pop-up cleats and 4 custom titanium fairleads

Other

One custom carbon fibre mast collar. One flag pole socket

Teak covered Deck Hatches

One 600 x 600mm Anchor and windlass hatch

One 1600 x 1600mm sliding hatch to forward sail storage

One 1200 x 1200mm aft lazarette hatch

Two large dingy well hatches

Main Companionway

Main companionway is powered operated forward sliding hatch with a drop-board.

There is a recessed canvas spray hood for the main entrance.

Handrails at main entrance, one each side.

Crew Entrance

One raised forward sliding hatch just forward of the steering pedestals. A manually operated hatch on an island is used as crew entrance with removable spray hood

Cockpits Seats and Tables

There are seats with backrests for comfortable seating on each side of the cockpit. Cockpit seats shall be provided with cushions. There is a dedicated space for life rafts in aft end of the cockpit seats. There is also some storage space in the cockpit seats.

Cockpit Refrigerator

There is a cockpit fridge integrated into the smaller cockpit table.

Cockpit tables

There are two semi-permanent teak cockpit tables.

Other

Storage lockers starboard and port next to main companion way.

Two removable seats either side of the cockpit, with cushions

Canvas covers for:

Steering wheels

Instrument consoles

Winches

Tender curtain, roll up model, in Sunbrella Dark Navy

Yacht's name on curtain.

Life raft cover in Sunbrella Oyster White.

Leather on rail in aft cockpit.

Fender covers in fleece 8 pcs, with dark blue covers.

Bow protection (fleece inside, dark blue Sunbrella outside and fiber in between)

Garbage bag storage in bilge, grp base with vinyl coverup to floorboard support

Awning and deck Mattresses

An exterior wide awning for the central cockpit area will be provided. It will be fitted on both side of the boom. It will be light and manually removable. Side detachable skirts are also to be provided.

Sunbathing mattresses, 2 pcs, 700 x 2000 mm 3-fold Covered in Sunbrella oyster White

Dingy Well

One 4m long x 2.4m wide x 0.7/0.9m deep dingy well with teak covered carbon hatch doors. Large well drains installed. Sea cover provided.

INTERIOR

General

The main wood for the interior is teak. The interior is built using mainly lightweight materials. All joinery work is done in accordance with the best yacht practices using first grade materials. All furniture that is shown on the interior layout drawing is built and finished to the same requirements as the rest of the interior. The interior has been custom appointed by the owner with designer leather work and fabrics.

Master Cabin (Fwd)

The Owner's cabin is located forward. There is a king-size bed with bed side tables in the forward part of the cabin, a settee on the port side of the bed and a vanity-writing desk at the aft bulkhead. A TV screen is installed above the writing desk. Lockers are placed on both sides aft in the cabin and in the forward part close to the bathroom. There are two hull windows in the forward cabin.

Forward VIP Cabins

The forward amidships cabins are guest cabins with en-suite bathrooms. The cabins have twin bed and an upper Pullman inboard. There is a hanging locker forward of the outboard bed and a bedside table between the beds. Bulkheads are covered with veneered panels and a padded bed headboard. There is one hull window in each cabin.

Aft VIP Cabin

The cabin on port side aft of the saloon is a guest cabin with an en-suite bathroom. The cabin has a double bed and a hanging locker outboard aft, drawer storage under the bunk. Bulkheads

are covered with veneered panels and a padded bed headboard. There is one hull window in the cabin.

Upholstery and Fabrics

Bed headboard fabrics and leathers are from Edelman Collection

All upholstery shall have a fire-retardant treatment.

Heads

There are six heads on board, one per cabin. Tecma carbon fibre toilets throughout. Carbon fibre painted countertops with perspex mirrors, acrylic shower doors with custom carbon fibre foam floorboards.

Saloon

There is a lounge area on the port side and a dining area on the starboard side of the saloon. There are four hull windows in the saloon.

There are seven foldable director's chairs with armrests at the dining table. Folding chairs Remi Tessier Design Private Collection Pipe chair, 7 pcs. Teak, varnished or soaped. Details in polished stainless steel. Seat and back in Edelman All Grain Leather. Chairs can be secured onto floorboards while sailing.

Lockers

Place is dedicated for entertainment electronics inside the outboard lower lockers on port side. The lower lockers on starboard side aft are arranged as a bar area. An ice-maker is installed in lockers aft. A TV with electrical lift is integrated in the aft locker on port side.

Settees

The saloon settees are custom built to a high standard with a generous depth for comfortable seating.

Tables

There is a fixed wooden coffee table in front of the port side settee. A fixed wooden dining table is on starboard side of the saloon. The dining table top is flush.

Upholstery and fabrics

Settee fabrics and leathers are from Edelmann Collection.

Sunbrella canvas dust covers are supplied for settees and chairs

Additional covers for saloon sofas, backrest and seat, in the same fabric as the sofa, Sunbury Design Belfast Flat White

All upholstery should have a fire-retardant treatment.

Lights and switches

General lighting with dimmers is created with down light LED-spotlights and indirect LED-lighting. There are two wall lights installed on the bulkheads in saloon and two table lamps beside the port side settee.

There are LED-courtesy lights integrated in the main companionway stairs and in the corridor forward.

Galley

The galley is located in crew quarters on starboard side of the boat. There is a close access both to the crew mess and the saloon.

The bulkheads are covered with painted and veneered panels. Lower lockers are in wood and the upper locker doors are painted. Work tops and fiddles are in Corian.

There is a large under mounted stainless steel sink and one kitchen faucet with integrated shower at the sink.

One salt water tap is to be incorporated into the galley sink. There is one additional drinking water tap with its own isolated drinking water tank.

Chest of drawers, garbage bin and stowage for pots and pans in lower lockers. There is stowage space for crockery, glasses and dry food in upper lockers.

There are two bins for recycling under galley island bar finger with practically placed holes in the

Corian to allow for garbage to be thrown away without opening the cupboard.

The galley will have a separate integrated speaker and iPod docking station.

Domestic Appliances

All the appliances have a stainless steel finish.

Selected appliances are of high class and well-known brands. All visible fronts have stainless steel surface.

Dishwasher: Miele PG 8080i 400 V 4,5 kW

Water cooker: Quooker Pro3-VAQ 230V 1,6kW

Microwave oven: Miele M8261-2 17l, 2.17 kW. Microwave power 800 W

Washer: Miele PW 6065 400 V, 5.3 kW, 6.5 kg, 1400 rpm

Dryer: Miele PT 7135, 3.75 kW, 400 V, condensing type, 6,5 kg

Refrigerator: Two refrigerators a' 290 l in galley, with double compressors. Frigomar or equal custom built 230 V AC. One refrigerator 80 l in cockpit. The units will have digital temperature presentation.

Freezer: Two freezers a' 180 l in galley, with double compressors Frigomar or equal custom built 230 V AC. Digital temperature presentation.

One freezer 125 l in galley under floorboards with double compressors. Frigomar or equal custom built 230V AC. Digital temperature presentation.

Icemaker: One ice maker in saloon

Electrical stove: Miele 900 mm wide oven, H 5981BP, 230 V 6.6 kW.

Miele KM 6382 5-burner cook top, induction type, 230 V 11.1 kW

Gimballed induction stove; width 900 mm

Electric convection oven; width 900 mm

Cooker hood over the oven

Dishwasher

Microwave oven, possibly gimballed

In-sink erator, with possibility to gravity drain overboard

One Quooker water boiler

Other

The space underneath floorboards is used for stowage where practical. There are fittings for fixing the gimballed stove in two positions.

Nav Station

The Navigation station is on centerline in the crew quarters with direct access to deck. The station consists of a chart table, instrument panels and a forward-facing floor-mounted swiveling chair.

Crew Quarters

The crew quarters are aft, with separate entrance from deck. There are three separate cabins, of which two double bunk bed style cabins for crew and one Captain's cabin with double berth and pullman utility bunk. T

The crew mess is located aft of the galley. There are two I-shaped settees and a dining table that totally fits four persons.

The settees have top accessed stowage underneath where practical. There is a top loaded wine cooler with bottle racks in port side settee.

There is a ventilated and heated oilskin locker on port side. The locker has drained grp-bottom and water protected walls.

ENGINE & SYSTEMS

Propulsion System

The system components are chosen based on Nautor's long experience in the yachting industry. All installations are done to best known marine practise.

Engine

The main propulsion engine, a Scania DI13 070M, is a modern 6 cylinder in-line diesel engine displacing 9.3 litres and delivering 450 mhp (331 kW) at 1800 rpm.

The DI13 070M is a turbo charged, after-cooled engine with 4 valves per cylinder, unit injector fuel system and a “Heavy Duty” rating makes it intended for continuous full power output. This is the ideal propulsion engine for an ocean going sailing yacht. The engine will be provided with an EIAPP certificate.

Engine and reduction gear are supported on isolators to minimize noise and vibration.

Gearbox

The gearbox is a direct mounted ZF360A, with a 2,478:1 reduction ratio, vertical offset marine gearbox. Or equal.

Propeller Shaft

The propeller shaft is made of corrosion resistant AISI 316 steel, diameter \varnothing 100 mm.

Shaft is supported by water-lubricated rubber bearings at P-bracket and stern tube.

Propeller

Four-bladed Hundested VP6 FR-HP controllable pitch propeller.

Thrusters

The bow thruster is a Hundested FT2.5R, 55kW (75hp) of retractable type.

The stern thruster is a Hundested FT2R, 37kW (50hp) of retractable type.

PLUMBING SYSTEMS

The components are chosen based on Nautor’s long experience in the yachting industry. All installations are done to best known marine practise. All installations are labelled and colour coded by function, including indication of flow direction.

General

A pressurised hot and cold water system is installed. The pressure water system is made in a

multi-layered press fitting system, Mepla™ by Geberit. The pressure water system has two 230 V AC pumps to assure quiet operation, type Headhunter Mach 5, 75l/min @ 3 bar.

There are by-pass lines, with shut off valves, installed which allow for the use of only one pressure pump throughout the yacht, e.g. as back-up or during system maintenance.

One 20 l pressure vessel per pump is connected to the cold water system.

Hot and cold water is distributed to all heads, to the galley and to the deck shower which is installed at the bathing platform.

Cold water deck wash connections are located one forward and one aft.

Deck fill lines from both sides are led from the deck connections to a selection manifold with shut off valves for each fresh water tank.

There is a UV sterilizer Idromar SH-2500 in line with pressure water system.

A drinking water system installed by means of a 20L water tank that only can be filled by the yachts water maker. From the drinking water tank a direct pressurised line with a 24V DC fresh water pump to a separate drinking water tap in the galley.

Water Tanks

Two integrated fresh water tanks with a total capacity of 3000 l are installed.

One drinking water tank with a capacity of 20 l to be installed dedicated for water from the water maker only.

Hot Water System

There are two separate hot water systems installed. The system serving the fore ship has a 120 l water heater installed and the other serving the aft ship has a 100 l water heater.

The water heating system serving the fore ship can be heated by the cooling water from both generator sets and with the electrical 5kW heating element.

The water heater serving the aft ship can be heated by the cooling water from the main engine and with the electrical 3kW heating element.

Two normally independent hot water circulating systems are installed, with individual 230 V AC Vortex BWZ 152 hot water circulation pumps, one for the fore ship and the other for the aft ship hot water system. Allowing instant hot water when the faucet is turned on.

City Water

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.

Desalination System

One Idromar MC9S water maker, 230/400 V AC 3 phase, is installed. The MC9S has a production of 375 liter/hour (99 USgph) or 9000 liter/day (2377 USgpd).

The water maker is provided with sand filter, pre-filters, charcoal filter and automatic flushing. There will also be a limestone filter installed to reintroduce minerals into the water that is produced by the water maker.

Drainage System

The vessel is equipped with a centralized bilge pumping system. The bilge is divided into an appropriate number of sections with dedicated suction branches (at least forepeak, amidship, engine room and lazarette bilge sections).

The bilges are equipped with bilge pickup lines. In addition, each bilge section is equipped with automatically operated electrical drain pumps (24V DC) to keep the bilges dry.

Bilge Pump Systems

The centralized bilge pump system is equipped with the following bilge pumps:

A primary bilge pump, a Gianneschi ACB 531/A 4kW 230/400 V AC 3 phase located outside the engine room, is connected to a bilge pickup manifold with shut off valves for the pickup lines to each bilge section.

Each pickup line is equipped with a strum box and a check valve to prevent back flow.

Special attention is paid to ensure that the strum boxes are mounted in easily accessible locations to allow debris to be cleared.

A secondary independently driven bilge pump, a Gianneschi FS40/14 FE, is installed on the main engine front power take off and plumbed into the bilge pickup manifold.

This pump also doubles as a secondary deck wash/firefighting pump.

A back-up bilge pump, a Gianneschi CB25/16 24V DC and a manual hand pump located outside the engine room are plumbed into the bilge pickup manifold.

The chain locker can be emptied overboard by a 24 V DC electrical discharge pump. The chain locker is normally gravity drained through pipes going port and starboard.

Overboard discharges are equipped with manual shut off valve and non- return valves.

Interior Drains

No grey water is led directly overboard. Wash basins, galley sink, showers, air-conditioning fan coil drip trays, fridge/freezers and washer/dryer is collected, when necessary by electrical centrifugal macerator transfer pumps Tecma Sanisplit 24 V DC 270 l/min, into the grey water tanks.

Deck Drains

Drain lines from the flush mounted deck hatches and from other deck gear are connected to through hull outlets above waterline.

ELECTRICAL SYSTEM

General

The electrical system is designed for generator or shore power running. Silent sailing can be performed using the DC powered hydraulic power pack.

During racing, manoeuvring or operation of major electrical loads, such as air condition, water maker, stove/oven, washing, water heating etc., a diesel generator has to be in use.

AC SYSTEM

General

The yacht has a 230/400 V 50 Hz three-phase five-wire AC-system.

The 230/400 V system is fed by the diesel generators or shore power inlet and has a PLC-controlled power shedding system.

The system is of split bus type. There are also a number of 230 V 50 Hz appliances fed through DC/AC inverters.

Shore power

The shore inlet plug, 230/400 V 5-pole 125 A, is contained in a locker with a hinged lid at transom. Shore power cable 15 m is provided

Frequency Converter

Power from ashore is led to an Asea AC 36 frequency converter accepting inlet voltages 170-520 V AC, frequency 40 to 70 Hz, single- or three-phase. Output power is 36 kVA @ 0.85 p.f.

Generators

Two 32 kVA @ 0.80 p.f. M944T Northern Light generators are producing three-phase 230/400 V 50 Hz AC. The units are mounted on elastic mounts for maximum noise reduction

The generators are mounted inside proprietary sound shields

Chargers

There are three Mastervolt Mass Combi Ultra charger/inverters, one 24/3500-100 with 3-step 100A charge characteristics for charging of the service batteries.

Two Mastervolt, Charge Master 24 V 100 A 230 V chargers with 3-step charge characteristics, for charging the handling system batteries.

One Mastervolt Mass 24 V 15 A 230 V charger with 3-step charge characteristics, for charging radio batteries.

One Mastervolt Mass 24 V 15 A 230 V charger with 3-step charge characteristics, for emergency battery.

High and low voltage alarm in crew area.

Starting batteries can be charged by one of the handling system chargers.

Inverters

The Mastervolt Mass Combi Ultra charger/inverters convert 24 V DC to 230 V single-phase AC 50 Hz.

Two charger/inverter 24/3500-100 VA Sine wave for:

Cooker hood

Microwave oven

Outlets

Engine room ventilation

Fresh water pump

Fresh water circulation pump

One charger/inverter 24/3500-100 VA Sine Wave for entertainment:

TV

DVD/CD/Stereo

Computer

DC SYSTEM

General

The yacht has a 2-pole 24 V insulated return DC-system for lighting, fans, pumps etc. All wires are sized to minimise voltage drop.

Service Batteries

The battery model is Mastervolt MLI Ultra 24/5000 Lithium-Ion.

The batteries are divided into two individual 24 V banks referred to as service battery bank and handling system battery bank.

The service battery bank is 24 V 1440Ah/1 h and consists of 8 batteries. This bank supplies

power for the lights, fans, pumps etc.

The handling system battery is 24V 720Ah/1h and consists of 4 batteries. This bank supplies power for hydraulics and auto pilot.

The two battery banks are normally connected together into one large battery bank.

Whenever needed they can be divided into two separate banks to back-up each other.

The battery banks are located fwd of the engine room.

Alternators

There is one 24 V 140 A Bosch alternator on the main engine for the service battery bank.

The alternator is equipped with an external Mastervolt Alpha Pro three step voltage regulator, temperature sensing at the battery.

Outlets DC

There are two 24 V DC outlets, one in engine room and one on the mast.

Emergency Battery

There are two types of emergency batteries; one for emergency lighting and navigation lights and another for the VHF radio.

The model for lighting is Optima Yellow Top 24V 75 Ah / 20 h.

The batteries are of maintenance-free traction gel type. The battery bank consists of two 12 V batteries connected in series.

There is a separate 230V battery charger 24V 15A and a panel for supervision and low voltage alarm of the emergency battery.

ELECTRICAL PANELS

AC and DC Panels

The crew area is provided with an electrical switchboard. At this panel AC and DC voltages and

consumptions of the yachts main systems can be monitored on the main switchboard touch screen display. The display shows also the alarms.

The electrical AC & DC panels are located forward and aft of engine room door.

Subpanels are placed in various locations, such as engine room foreship and aft ship.

The electrical system is digitally operated with means for manual back up of vital functions.

One IPad is mounted in crew mess for monitoring and acceptance of alarms.

Engine and Diesel Generator Control Panels

The main engine is controlled from the starboard cockpit coaming panel.

Gear and throttle control of the main engine at both cockpit consoles.

The following functions can also be controlled from the engine room panel:

Engine control ON/OFF with master switch

Start and stop buttons

Paralleling button between engine starting batteries

Other

The controls for the generators are located on a panel in the crew area. The temperature and oil pressure for the generators can be observed on the same panel. The diesel generators can also be controlled from the cockpit panel.

ELECTRONIC SYSTEMS

Navigation Systems

GPS: A Furuno GP-330B GPS/WAAS receiver is used as the main navigator for:

Furuno NavNet 3D radar/chart plotting system

Navigation software MaxSea Time Zero Explorer running on Dell computer

Brookes & Gatehouse sailing instruments

Brookes & Gatehouse autopilot system

A backup Furuno GP-33 GPS/WAAS receiver is providing information to B&G sailing instruments, VHF DSC radio, MaxSea navigation software.

Radar: Furuno: DRS4D 4kW 24" radome 36nm enclosed type scanner is connected to the Furuno NavNet 3D system see section 07.03.03 and 07.07.01.

Chart systems: There is a Furuno NavNet TZT radar/chart plotting system with operator stations at the navigation area and steering consoles.

Navigation area station comprises of a black-box processor TZTBB, TZT remote controller and a 19" LCD screen MU-190 HD. One additional 19" LCD screen MU190 HD is connected to the Dell computer. See section 07.08.01

Each steering console is installed with one multifunction display 14.1", Furuno Navnet TZT14. No charts are included.

Navigation software, Mega Wide Area charts for MaxSea. TimeZero Explorer is integrated with the Furuno NavNet TZT system and installed on Dell computer. No charts are included.

Weather and Navtex systems

There is a dual frequency Navtex receiver, Furuno NX300.

AIS system: A Furuno FA-150 IMO Automatic Identification System is connected to the Furuno NavNet 3D and MaxSea navigation system.

Jeppesen C-MAP Mega Wide Area charts for MaxSea

Time Zero & Furuno NavNet TZT.

Sailing Instruments

A comprehensive package consisting of Brookes & Gatehouse Hercules 3000 with central processor unit, masthead unit, speed/water temperature sensor, depth sensor and external alarm at the navigation station.

The following main units are installed at the navigation area:

B&G Hercules H5000 Main processor

B&G H5000 Graphic displays,

B&G Expansion processor

B&G Halcyon processor unit

There are two B&G H 5000 Graphical Function Display (GFD) located at the navigation area and one additional GFD on each steering console and one in the captain's cabin.

One B&G Graphical Pilot Display (GPD) is located on each steering console.

There are four 40x40 B&G Graphical Function Displays at the mast.

B&G H5000 3D motion sensor.

Compasses, Clocks and Barometers

Magnetic compasses: Two Silva 5" magnetic steering compasses at each steering console.

Gyrocompass: Digital gyrocompass system, Sperry marine Navigat X Mk2 will be used as the sole heading source for the autopilot, the radar and other navigational instruments requiring accurate heading information.

Communications Systems

VHF Radio Simrad RS-35 is installed at the navigation station and wireless handset Simrad HS35 with intercom possibility is installed at the helm.

Two GMDSS approved handheld VHF units Simrad AX50 for both on board and emergency use.

Satellite Communication

A KVH Fleet Broadband 500 satellite telephone system with telephone handset is installed at the navigation area. The Fleet Broadband 500 is connected to the Dell computer for internet and for sending and receiving e-mails.

Cellular Phone Systems

There is an Option Globesurfer III GSM/3G telephone terminal connected to the Delta antenna and to a wireless Panasonic DECT telephone. The telephone is also connected to the Dell

computer for Internet and for sending and receiving e-mail.

LAN

There is a Yachtspot 4G & Wi-Fi system that searches for public “hot- spots” or 4G/LTE/3G networks and broadcasts the service onto the yacht’s wireless local area network (WLAN).

Internet access controller, Livewire FB10 PRO allows visibility and control of vessel communication devices. Unit is connected to Yachtspot Wi-Fi/4G terminal and KVH satellite telephone terminal.

ENTERTAINMENT SYSTEMS

Audio system

Each system plays FM radio and music stored on the Apple media system. See section 07.05.03

Owner’s cabin: Bose Lifestyle 535 home entertainment system with Bose subwoofer and 5 surround sound speakers.

Saloon: Bose Lifestyle 535 home entertainment system with Bose subwoofer and 5 surround sound speakers.

Crew mess: Denon RCD-N7 CD-receiver with one pair of B&W CCM362 speakers in ceiling. The system integrates an iPod docking station.

Guest cabins (3 pcs): Denon RCD-N7 CD-receiver with one pair of B&W CCM362 speakers in ceiling. The system integrates an iPod docking station.

Galley: iPod station with built in speaker Bose Sounddock III system.

Forward cockpit: speaker system includes 2 pair of Fusion MS-FR702 marine 2 way 7 inch loudspeakers connected to marine amplifier Fusion MS-DA51600.

Speakers are controlled using an iPod/iPad. Additionally there is a speaker on/off switch on starboard pedestal for controlling aft deck speakers.

Aft cockpit: Aft cockpit speaker system includes 2 pair of Fusion MS-FR702 marine 2 way 7 inch loudspeakers connected to marine amplifier Fusion MS- DA51600.

Speakers are controlled using an iPod/iPad. Additionally there is a speaker on/off switch on starboard pedestal for controlling aft deck speakers.

Video Systems

All TV's are connected to the Delta antenna for terrestrial TV. The TV's also connect to video media stored on the Apple media system.

Owner's cabin: A 40 inch LED TV, Samsung Series 6. TV connects to Samsung Blu-ray player BD-D6500.

Saloon: A 46 inch LED TV, Samsung Series 6. TV connects to Samsung Blu-ray player BD-D6500.

Crew mess: A 22 inch LED TV, Samsung Series 4.

Apple Media System

Music and video streaming using Mac mini, Apple TV and iPod Touch.

There is one iPod Touch 16GB - white in Saloon, crew mess, owner's cabin guest cabins and cockpits (8 pcs). Each iPod connects to a local TV/stereo system using an Apple TV station.

A Mac mini including streaming software is positioned at the navigation station, connected to the Furuno display. Non encrypted music and video files can be stored on the Mac mini and streamed to the TV/stereo systems using the internal wireless network. Mac mini includes Apple wireless keyboard, Apple magic mouse and one additional Apple universal dock for iTunes synchronization.

Music files supported are MP3, AIFF, WAV, MPEG-4, AAC (.m4a) and Apple Lossless. Video file supported is non-encrypted MPEG-4.

All iPods are configured for the streaming server connection using the boats internal network.

Mac mini is preinstalled with the streaming server software and iTunes.

One 22" LED TV Samsung Series 4 connects to Samsung Blu-ray player DB-D6500 Located in the crew mess.

MAST & RIGGING

General

The mast and boom are custom high modulus, uni directional, pre-preg carbon fibre, supplied by Hall Spars

SRC Carbon rigging

Carbo link furing headstay

Reckman Furler UD5-SCLW

Sailplan as follows:

1. P=45000 (Plus 1,5M)
2. E=13750
3. ISP=48200

The mast is made of high modulus carbon. Additional attachments for main, jib and gennaker halyards, staysail in order to get a 2:1 purchase. The luff track for the mainsail is installed on the aft wall of the spar including trysail luff track. The main halyard has a lock at full hoist. The boom and boom vang goosenecks are composite fabrications bonded to the mast. There are four LED down lights on the lower spreaders, two facing forward and two facing aft. Ventilation conduits are lead to the mast. There is one mast bracket for the four 40x40 GFD's. Two spreader LED lights are facing up on each pair of spreader.

Booms and poles

The Park Avenue type main boom is built of standard modulus carbon fibre

The boom accommodates a slab reefing system with three reef points

Outhaul track and car mounted at the outboard end complete with hydraulic cylinder

Complete lazy jack system

Boom preventer system

Four lights mounted on the underside of the boom

Port and starboard double grooves on the boom for mainsail cover and sun awning

EQUIPMENT

General

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

Anchoring and Mooring

One 156 kg high holding power, plough anchor

One Fortress FX-125 second anchor

120 m 14 mm galvanised high-tensile anchor chain

120 m 25 mm plaited nylon anchor line

Four mooring lines 20 m each, diameter 28 mm

Four mooring lines 40 m each, diameter 28 mm

Eight air fenders with lines

Anchor light with cable and plug

Two yacht hooks

Both anchor and chain are to be certified according to class or charter code

Safety Equipment

Fire extinguishing system for engine room

Portable extinguishers according to the flag requirements

Fire blanket in galley

Liferafts MCA LY2 Code requirements

Life Jackets MCA LY2 requirements

SAILS – ALL BY NORTH SAILS

Cruising Wardrobe:

3DI grey Mainsail

3DI grey furling Jib

3DI Staysail

White A3 Spinnaker with option for bucket system and top down furling.

Storm Sails

Racing Wardrobe:

3DI black J2

3DI black J3

Blue A4

Red A1.5

Cuban fibre Code 0

3DL Jib Top

All hardware capacity for a square top mainsail except for actual sail.

Price may be changed without notice

Boat is offered subject to still being available

The particulars are believed to be correct but not guaranteed

Исключения

При продаже яхты исключаются личные вещи владельца.

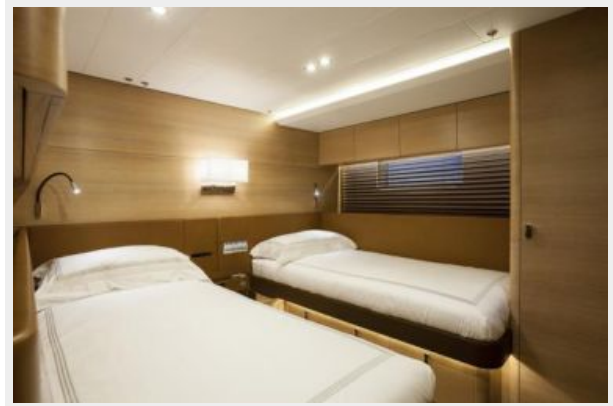
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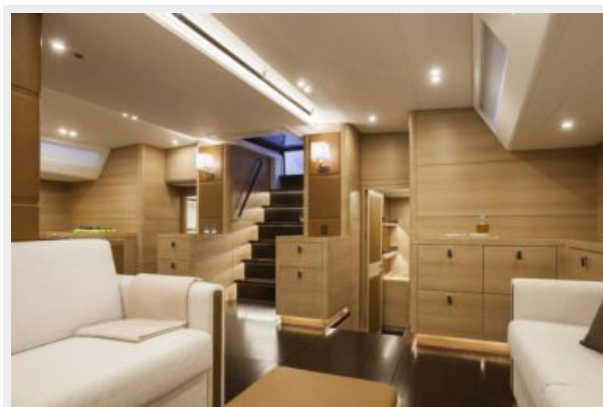
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ФОТОГРАФИИ









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

Воскресенье: **Закрито**

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