

## BAIURDO VI — ABEKING & RASMUSSEN



**Builder:** ABEKING & RASMUSSEN

**Year Built:** 1992

**Model:** Sloop

**Price:** PRICE ON APPLICATION

**Location:** Greece

**LOA:** 113' 2" (34.49m)

**Beam:** 25' 2" (7.67m)

**Min Draft:** 10' 3" (3.11m)

**Max Draft:** 16' 5" (5.00m)

**Cruise Speed:** 9 Kts. (10 MPH)

**Max Speed:** 11 Kts. (13 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **BAIURDO VI — ABEKING & RASMUSSEN** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **BAIURDO VI — ABEKING & RASMUSSEN** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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# SPECIFICATIONS

## Basic Information

Category: Sloop	Model Year: 1992
Year Built: 1992	Refit Year: 2021
Refit Type: Maintenance Works	Country: Greece

## Dimensions

LOA: 113' 2" (34.49m)	LWL: 94' 3" (28.71m)
Beam: 25' 2" (7.67m)	Min Draft: 10' 3" (3.11m)
Max Draft: 16' 5" (5.00m)	

## Speed, Capacities and Weight

Cruise Speed: 9 Kts. (10 MPH)	Max Speed: 11 Kts. (13 MPH)
Gross Tonnage: 104 Pounds	Water Capacity: 792.516156 Gallons
Fuel Capacity: 1585.032312 Gallons	

## Accommodations

Total Cabins: 4	Sleeps: 8
Crew Cabin: 2	Crew Sleeps: 4

## Hull and Deck Information

Hull Material: Aluminum	Hull Designer: Gilles Vaton
Exterior Designer: Gilles Vaton	Interior Designer: Gilles Vaton

## Engine Information

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**Engines:** 1

**Manufacturer:** MERCEDES

**Model:** 10V 183 AA, OM 423

**Fuel Type:** Diesel

# DETAILED INFORMATION

## Detailed Description

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### 1. MAIN CHARACTERISTICS

<b>TYPE</b>	◦ Sailing Yacht
<b>HULL</b>	◦ 6408
<b>MODEL</b>	◦ Sloop
<b>BUILDER</b>	◦ Abeking & Rasmussen
<b>NAVAL ARCHITECT</b>	◦ Gilles Vaton
<b>INTERIOR DESIGNER</b>	◦ Gilles Vaton
<b>EXTERIOR DESIGN</b>	◦ Giles Vaton
<b>YEAR</b>	◦ 1992
<b>REFIT</b>	◦ 2018/2019
<b>CLASSIFICATION</b>	◦ Built to Bureau Veritas
<b>CONSTRUCTION</b>	◦ Aluminium Hull & Superstructure
<b>CREW</b>	◦ Up to 4
<b>FLAG</b>	◦ Malta
<b>GT</b>	◦ 104

### 2. DIMENSIONS

<b>LOA</b>	◦ 34.49m / 113'2"
<b>LWL</b>	◦ 28.71m / 94'2"
<b>BEAM</b>	◦ 7.67m / 25'2"
<b>DRAFT</b>	◦ 3.11m / 10'2" keel up ◦ 5.00m / 16'5" keel down

### 3. SPEED & RANGE UNDER POWER

<b>MAXIMUM SPEED</b>	◦ 11 knots @ 2,000 rpm
<b>CRUISING SPEED</b>	◦ 9 knots @ 1,800 rpm
<b>RANGE</b>	◦ 3,000 nm @ 9 knots

#### 4. CAPACITIES

##### ACCOMMODATION

- 8 x Guests in 4 cabins
- 1 x Master double cabin
- 1 x VIP double cabin
- 1 x Double cabin w/ single Pullman berth
- 1 x Twin bed cabin

##### CREW

- Up to 4 x Crew in 2 cabins

##### FUEL

- 6,000 litres / 1,585 US gallons

##### FRESH WATER

- 3,000 litres / 793 US gallons

##### WATERMAKER

- 1,200 litres per day / 132 US gallons per day

#### 5. ACCOMMODATION

Below decks, in the saloon it becomes clear that the lifting keel, which reduces the draft to only 3m when raised in port, has been well planned into the interior layout. The keel housing acts as a room divider unobtrusively separating the dining saloon on the starboard side, with its rectangular dining table surrounded by an upholstered bench from the cosy saloon with its large semi-circular sofa around the knee high coffee table on the port side. From the saloon one passes forward through a corridor, first to port is a spacious twin bunk cabin, to starboard a somewhat smaller cabin with two bunks, both cabins host en suite bathrooms with showers.

The owner's cabin, with a three seater sofa on the starboard side, a writing table opposite and ample locker space, is dominated by a king size double bed in the centre. There is drawer storage below the berth and in large hanging lockers. Immediately adjacent further forward is the full beam master bath hosting his and hers vanity, sinks mounted below varnished teak countertop with an amazing amount of storage below.

A watertight collision bulkhead separates the living area forward from the sale hold and the other functional areas.

Aft of the saloon and to port is the VIP cabin with large double and en suite head with shower.

Past the starboard side bar immediately a joining the dining saloon one passes into the fully equipped galley with large refrigerators and freezers, and then into the crew mess. From the crew mess one can reach the two crew cabins, one with twin beds, and the other with a double and single bed. Shower room and toilets are separate to the cabins and shared by both, a sensible and perfectly adequate system. On the port side there is between the crew area and saloon, adjacent to the spacious navigation area, a further large cabin with two wide beds, with own shower/washroom.

Companionways with washboards and sliding hatches lead to both the mid cockpit and aft cockpit for ease of service.

The interior of the yacht is climate controlled throughout by reverse cycle airconditioning, however also has exceptional natural ventilation via numerous flush deck hatches.

On deck, BAIURDO VI hosts a large centre seating and dining cockpit. Comfortable dining

for eight under the cover of the sailing bimini or quickly fold the bimini back for a view of the stars. This cockpit is sunken into the deck with proper back rests, over stuffed cushions for lounging and an overall feel of comfort and safety while the business of sailing goes on 360 degrees around you.

Aft is the second cockpit hosting the large destroyer type steering wheel and all the business for sail handling and driving this fine yacht. Guests can also find a few places to sit amongst all to be part of the action if so desired. There is also a collapsible dodger for this helming cockpit.

All the way aft are two seats built into the push pit for the ultimate view of all goings on around the yacht. There is a centreline pass through the push pit to gain access to the opening stern swim platform, tender garage and passerelle arrangement if Med moored.

Forward of the centre cockpit and forward of the mast one finds an expensive foredeck area for lounging at rest. Crash on the custom spinnaker bag or throw out some bean bag chairs or your aerobic mats for a great place to get away and relax or enjoy a quiet workout while the yacht is at rest.

## 6. MECHANICAL EQUIPMENT

<b>ENGINES</b>	◦ 1 x 345 Hp Mercedes, 10V 183 AA, OM 423, Diesel
<b>ENGINE HOURS</b>	◦ 4,474 hours (May 2021)
<b>PROPULSION</b>	◦ Single Screw
<b>GEARBOX</b>	◦ Fully overhauled (2017)
<b>BOWTHRUSTER</b>	◦ 1 x Maxpower
<b>ELECTRICITY</b>	◦ 24/220/380 V (Electronics: Overhauled 2013)
<b>GENERATORS</b>	◦ 1 x 30kW Fischer Panda (New 2019) - 2,325 hours May 2021 ◦ 1 x 25kW Fischer Panda (2017) - 2,741 hours May 2021
<b>BATTERIES</b>	◦ 2,000 Ah capacity
<b>HYDRAULICS</b>	◦ New hoses, valve blocks, PTO
<b>WATERMAKER</b>	◦ HEM (8640 litres/day)
<b>AIR CONDITIONING</b>	◦ Condaria throughout accommodation New 2019

## 7. SAILS & RIGGING

- SAILS
  - Mainsail- NEW North Sails 3dl MAINSAIL (2020)
  - Genoa - North Sails spectra carbon (2013), only used for 4 regattas, in excellent condition
  - Asymmetric - North Sails A2 (2013), 4 regattas in as new condition
  - A3 cruising kite Elvstrom (2015), in as new condition
  - Staysail and Genoa – Quantum (2006), cruising/delivery sails, both have had a full overhaul in winter of 2016/17 new head, tack and clew plus a full re-stitch, both in good working order
- MAST & RIGGING
  - Full 2019 refurbishment, new paint, mast track,

- NEW rod rigging
- Re-tune and full service of Reckman furlers
- Reckman Hydrofurl headstay and inner forestay
- Fixed inner forestay and running backstays supporting aluminium mast
- Navtec hydraulic backstay adjuster, outhaul tensioner and boom vang

## 8. DECK EQUIPMENT

- 2019 Full recaulking of decks with all deck fittings removed, and all corroded fittings replaced.
- New teak marginboard and stanchion fittings.
- Full corrosion control installed on topsides and under the margin board
- All sail handling is by Lewmar and Harken hydraulically controlled winches
- Primary & secondary winches replaced with re-conditioned Harken 1140 & 1120's
- Custom stainless steel deck fittings for turning blocks and deck cleats
- NEW Flush deck hatches installed
- Navtec 6 function hydraulic panel
- Custom retractable anchor arm
- Reckman Hydrofurl headstay and staysail stay
- 2 x 6 Person life rafts
- 6 x Lewmar pit winches at mast
- 2 x Harken 1120 primary winches
- 2 x Harken 1140 secondary winches
- 6 x Lewmar control winches at aft cockpit for mainsheet, staysail & traveller system
- Bimini top for centre cockpit
- Bimini top for aft cockpit
- Dodger for aft cockpit

## 9. NAVIGATION EQUIPMENT

- Ipad display for B&G sailing instruments
- Radar display at helm and navigation desk

## 10. TENDERS & WATERSPORTS EQUIPMENT

- 1 x 3.80m Williams tender with 100 hp jet
- 1 x Topper sailing dinghy
- 2 x Kayaks
- Water skis & tow toys
- Various water skis & tow toys
- Snorkelling gear

## 11. REFIT NOTES

- REFIT 2021
  - Port & Starboard generators rebuilt with all new injectors and turbos
  - New water pumps and new cooling pump installed on Starboard generator
  - Hydraulics fully overhauled, with system cleaned and new hoses
  - 24v power pack replaced with a twin motor system to improve hydraulic flow and "race" mode added to the system so that the 24v power pack and PTO off the Port generator now work together, doubling hydraulic capacity



- NEW 3di staysail added to the sail inventory
- NEW snuffer for the cruising kite.
- Mainsail modified and serviced. (NEW 2020)
- All winches and blocks fully serviced
- B&G system optimized with latest H5000 series software
- Aft bathroom rebuilt
- Interior paint and varnish upgraded throughout
- New fancoil units installed where required in port saloon, port and starboard cabins
- REFIT 2018-2019
  - NEW hull paint up to the gold stripe
  - Full corrosion control undertaken on topsides
  - All NEW Nitronic rod rigging, full mast refurbishment with new paint job, NEW mast track, re-tune and full service of Reckmann furlers
  - Full recaulk of teak decks (still 15mm of high quality Burmese teak remaining), any corroded fittings replaced,
  - NEW Perspex in deck hatches
  - NEW margin board and NEW SS stanchion fittings
  - NEW Condaria Air-conditioning system
  - NEW 30kW Fischer Panda generator installed

## 12. COMMENTS

Fresh from a MAJOR refit in the winter of 2018/19, Baiurdo VI benefits from new hull paint, new rigging, newly caulked teak decks, and new air-conditioning as well as lots of more minor works, and with a new lease of life she now shows in the best condition she has been in for many years.

An unfortunate change in the Owner's plans means that this is now the perfect time for a new Owner to buy her and sail away.

Designed by the famed Gilles Vaton with a practical 4 guest cabin layout and built for an experienced yachtsman at the peerless Abeking & Rasmussen shipyard in Germany, she was built to the absolutely highest northern European standards possible for her era with the goal of circumnavigating the globe, and she immediately proved her worldly abilities by doing this in between winning superyacht regattas.

As BAIURDO VI she has carried on the tradition and for the flush deck aficionado she now offers a potent combination of family cruising and potential podium finishes at superyacht racing events. She is a true sailor's yacht and offers fantastic value for money.

## Exclusions

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Owner's personal belongings.

## Disclaimer

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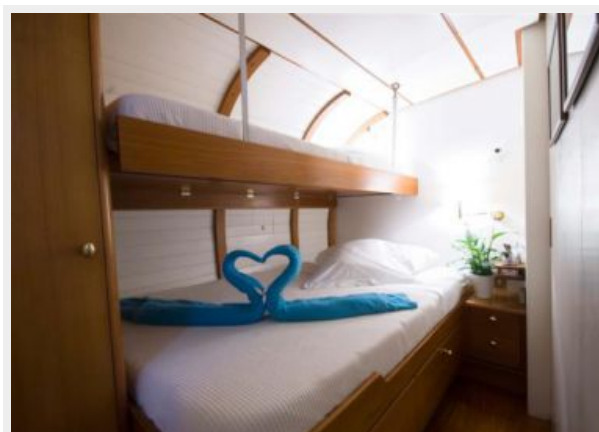
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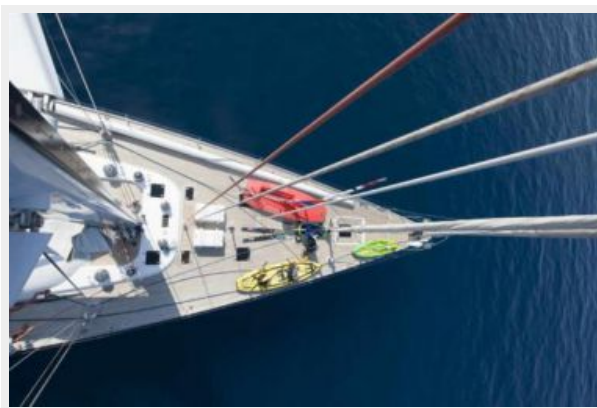
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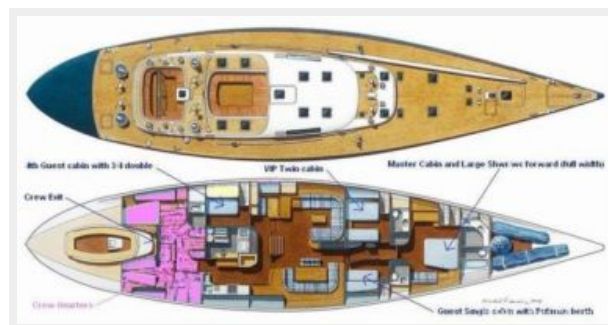














# CONTACTS

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## Telephones

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USA: **+1(954)274-4435**

## Office hours

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Monday – Saturday: **9:00 - 21:00 EDT**

Sunday: **closed**

## Address

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