

SULTANA — FEADSHIP



Builder: FEADSHIP

Year Built: 1969

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: Italy

LOA: 84' 8" (25.81m)

Beam: 19' 3" (5.87m)

Min Draft: 6' 11" (2.11m)

Cruise Speed: 10 Kts. (12 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Sultana — FEADSHIP** 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 **Sultana — FEADSHIP** 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

Overview

Together with her twin sister (M/Y Monara), M/Y Sultana was built at the Feadship yard of De Vries in Aalsmeer, the Netherlands. Launched at the beginning of the “Italian affair” that saw the collaboration between Feadship and Carlo Riva for the build of the Caravelle Series, M/Y Monara and M/Y Sultana (originally M/Y Din Dina) were delivered to their Italian Owners in 1969.

The current owner with his highly experienced project manager discovered the yacht abandoned in a French yard in 2007. Despite being in a poor condition with an almost empty hull, the owner’s team fell in love with her classic lines, which are so typical of a Feadship.

The major rebuild of the M/Y Sultana was successfully completed in summer 2012 at Feadship’s yard in Makkum. The extensive project was carried by the dedicated Feadship refit department in close cooperation with the owner’s team. It reinforces the priceless value of having a Feadship refitted by Feadship itself in terms of both the inherent quality and preservation of Feadship brand status.

Since completing the rebuild, M/Y Sultana has been maintained to an excellent standard and has proven to be one of the most successful classic yachts on the charter market today.

Basic Information

Category: Motor Yacht

Model Year: 1969

Year Built: 1969

Refit Year: 2012

Country: Italy

Dimensions

LOA: 84' 8" (25.81m)

Beam: 19' 3" (5.87m)

Min Draft: 6' 11" (2.11m)

Speed, Capacities and Weight

Cruise Speed: 10 Kts. (12 MPH)

Cruise Speed Range: 2500

Displacement: 220462.262 Pounds

Gross Tonnage: 103 Pounds

Water Capacity: 1003.8537976
Gallons

Holding Tank: 174.35355432 Gallons

Fuel Capacity: 2245.462442 Gallons

Fuel Consumption: 8.717677716
Gallons

Accommodations

Total Cabins: 4

Total Berths: 8

Sleeps: 8

Total Heads: 4

Crew Cabin: 2

Crew Berths: 4

Crew Sleeps: 4

Crew Heads: 1

Hull and Deck Information

Hull Material: Steel

Deck Material: Teak

Hull Configuration: Displacement w/
Bulbous Bow

Hull Color: White

Hull Designer: De Voogt

Exterior Designer: Feadship

Interior Designer: Feadship

Engine Information

Engines: 2

Manufacturer: Gardner

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Specification

LOA:	25,81 m / 84'8"
Beam:	5,87 m / 19'3"
Draft:	2,13 m / 6'12"
Speed:	10 Knots
Year Build/Rebuild:	1969 / 2012
Fuel Capacity:	8,500 litres / 2,245 US Gallons
Fresh Water:	3,800 litres / 1,004 US Gallons
Yard:	Feadship De Vries
Type:	Canoe stern Motor Yacht
Displacement:	100 tons
Gross Tons:	102.88 GRT
Consumption:	33 ltrs/hrs approx.
Range:	2500 miles approx.
Class:	MCA commercial (Under 24m)
Naval architect:	De Voogt Feadship
Refit Design:	Kees van den Hoek & Feadship
Cabins:	4 guest cabins total. 2 with double beds, 2 with single or doubles. (Transformable
Crew:	4 crew in 2 cabins.
Toys:	Williams 320 100HP jet tender Yamaha waverunner

Construction

Welded steel hull and superstructure. The wheelhouse roof, mast, funnel and upper sun deck is aluminum and composite. Main and upper decks are teak laid over steel with epoxy treated plywood underground. Repaint completed in Winter 2018.

Electronics & Navigational Equipment

- Complete “Yacht control” NMEA 2000 system.
- PC based system with back up computer in case of failure.
- 48 mile KODEN radar.
- Raymarine VHF
- Raymarine “smart” pilot with wireless remote control and constant running hydraulic pump.
- Depth sounder.
- Weather station.
- Cmap based chart plotter
- NMEA software switches
- Twin daylight “touch” screens.
- NMEA 2000 and IP based (CAT 5 cables) networks throughout the ship.
- 2 x handheld VHF’s with Bluetooth headsets.
- AIS class A.
- Central tv digital antenna system.
- Underwater bow and stern camera, aft deck and forward-looking mast cameras.
- Underwater LED lights at stern, side and bow.
- Iridium satphone.
- HP wireless printer/scanner.
- On board wifi system.
- Smart phone/tablet/PC/MAC wireless connection to allow remote monitoring and switching of most of the systems.
- Retractable dashboard.
- EPIRB.

Electrical Systems

- 12/24V DC
- 220/380 V AC 50 Hz
- 2 x 24V engine starter gel batteries.
- 40 x 200 amps (total 8000 amps)
- 24V service gel batteries.
- 3 x 8Kw DC/AC Victron converters (total 24 Kw)
- 1 x 27kw C-2.2 Caterpillar generator.

Deck Equipment

- Lofrans anchor winch, with 2 x 150KG anchors and 2 x 100 meters 14mm chain.
- Fresh and sea water rinse system.
- Compressed air connection.
- Opacmare hydraulic deck crane.
- Williams 320 jet tender.
- Yamaha waverunner
- Aft deck capstan 24 volts.
- 2 x 6 persons Plastimo Liferrafts in fibreglass containers.
- Hydraulic retractable passarelle.
- 4 x Fishing rod supports.
- Buell trumpet chrome air horn cluster
- Searchlight.
- Hot and cold shower main deck
- Hot and cold-water shower/wet point upper deck.
- Upper deck water mist system.
- 2 x fridges upper deck.
- 1 x icemaker upper deck.

Engine & Mechanical Equipment

- 2 x 245 Hp. Gardner main engines.
- Port Engine Hours: 4377
- Starboard Engine Hours: 3845
- Gardner mechanical gearboxes.
- 1x 27Kw. C 2.2 caterpillar generator.
- Generator Hours: 6292
- Wesmar stabilizer system.

- 50 Hp 380 volts bow thruster.
- 124 ltr/hr watermaker.
- Marix rpm regulated air-condition system.
- 2 x hot water boilers of 110 liters each.
- In tank fitted Grundig rpm regulated freshwater pump
- 4 Hp 380 volts waste water pump.
- Magnetic driven impeller centrifugal pumps for firefighting, bilge and water maker supply.
- SEPAR fuel filters.
- Fuel transfer pump with SEPAR filtering system
- Constant running 24 volts steering pump.
- Main engine driven stabilizer hydraulic pump.
- Holland Warmte diesel burner heater.

Tanks

Fuel: 8500 liters in 2 tanks

Water: 3800 liters in 1 tank

Black Water: 660 liters in new custom plastic tank.

Aft deck

Sultana's classic canoe stern offers an aft deck under the extended top deck which includes a built-in U-shaped settee aft that will accommodate 12 around an extendable teak varnished wood table. In addition, there are five teak chairs, an icemaker and drinks fridge.

Upper Deck

The upper deck has a large 10-person aft sun bed featuring an integrated table that can be raised to transform into a dining / lounge seating. The centre of the upper deck has an L shaped lounge sofa with coffee table and 2 fauteuils.

Forward, above the wheel house is a further 8-person sun bed with seating. The chimney houses a retractable gas Barbeque, 2 fridges, one icemaker and a wetpoint with hot/cold water. The tab acts also as a shower.

The upper deck Sonos music system consists of 8 x 250-watt speakers and a built in 1000 watts subwoofer.

The sundeck is covered with high tension “shade sails”. These sails can be adapted to the amount of shade required. The supports for the shade sails have a built in “mist” system and LED directional spots which illuminates indirectly the shade sails at night.

Salon

Step through the automatic opening teak door into a large salon finished in walnut and upholstery.

An "L" shaped settee is to port and opposite is a full-length cabinet with including a built-in

pop-up Samsung LED TV (with PC based entertainment center), an icemaker and drinks fridge to serve the aft deck and salon. The stairs to the guest cabins are forward to starboard. Further forward on the port side is the dining area which features a leather dining table that sits 8.

The salon has a glass panel in the floor to show the immaculately restored Gardner main

engines. The engine room lighting is adapted to offer “ambiance” light in the evenings into

the salon.

Pilot house

The pilot house can be accessed through the salon, and through two “Dutch doors” either side which can provide access to the main deck. The pilot house also offers a

second salon with 2 raised L shaped settees and tables, allowing full panoramic views. The settees can be coupled to extend the seating from 6 to 8 person.

All bridge and navigation equipment can be electrically lowered to completely hide all controls and navigation systems.

The extensive rebuild transformed the pilothouse in a neat and clean area leaving whilst still boasting the original (restored) steering wheel, engine controls and compass.

Galley

Opposite the dining table on starboard is the semi-open galley with a 4-plate gas cooker, oven/microwave, dishwasher and large fridge. The galley also has a “Dutch door” that can open directly to the main deck. The worktop is finished in black granite and brushed stainless steel.

Accommodations

Sleeps 8 in four guest cabins plus 4 crew in two cabins.

Master cabin

The master cabin is forward and has a queen size bed, a built-in walnut desk, settee, large drawers featuring a locker cabinet and 1 large walk in wardrobe. 4 large hull windows flood the cabin with natural light and stunning sea views. The large owner’s bathroom is finished in Carrera marble and walnut. The ensuite offers a large 2-person Jacuzzi and a large hull window with sea views from the Jacuzzi. There is a separate “rain” shower and toilet.

As with all other cabins, the LED tv is hidden behind a one-way mirror, leaving it completely out of sight when switched off. The master cabin also has a superior AV

system, with a subwoofer hidden under the bed, producing excellent quality noise and vibration when watching a movie or listening to music. Music is also available in the bathroom.

VIP & Guest cabins:

Below deck and aft, is the VIP cabin with ensuite bathroom / toilet finished in Carrera marble and walnut. Down the same staircase you will find two further guest cabins with a shared bathroom / toilet midships. Both guest cabins can be quickly transformed into either two single or double beds. LED tv's are hidden behind one-way mirrors, leaving them completely out of sight when switched off.

Crew quarters

The crew cabins are accessed through the foredeck "doghouse". There are 2 crew cabins with 2 superposed beds in each cabin. The port cabin has an upper bed that can be extended to provide a double bed. There is a large crew shower and toilet, with ample storage.

Storage

Below the crew quarters is a large storage area. This space contains a large washing machine, heat pump silent drying machine, 3 separate 50 ltrs freezers, an additional 110 ltrs fridge and lots of storage space for food, drinks etc.

Tenders

M/Y Sultana has a "Williams" jet tender and a "Yamaha" waverunner stowed on the foredeck.

The jet tender allows to enter shallow waters and beaching due to the lack of a propeller and is therefore safe for swimmers too. The foredeck was designed to ensure that these tenders use the same center mounted deck crane, allowing (in most

circumstances) to be launched while moored in port.

Bulbous Bow

A bulbous bow was fitted during the rebuild to reduce fuel consumption, compensate added weight in the bow and for better sea keeping.

M/Y Sultana's sea keeping is more comfortable due to much less pitching against the waves. Also, the bow contains the underwater camera and light.

Entertainment systems

All cabins and the salon are equipped with a PC based entertainment system. As well as movies, tv and music, the system allows guests and crew to view the mast, aft deck camera's and the special stern and bow underwater cameras.

The salon, pilot house, aft deck and upper deck are equipped with a "Sonos" sound system. This system allows remote control by either the Sonos controller, or any PC, Mac, tablet or smart phone. All areas can play synchronized music, or separate music choices and volumes. There is in addition an Ipod docking station in salon.

Technical Systems

All technical systems are concentrated in the engine room. The Waste tank, boilers, pumps, hydraulic power packs are fully rebuilt in 2012. By keeping all systems in the engine, it has reduced the interior noise and prevents any guest spaces being disturbed should a fault arise.

Toilet system

A “Gravity” based sewage system for the toilets allows for “silent” flushing. This system does not have any noise producing pumps or macerators in or under the cabins.

Electric systems

A total of 8000 amps maintenance free gel batteries provides at least 8 hours of autonomous power for all systems. This includes power for all 220 and 380 volts consumers including air- conditioning, pumps, lighting etc.

All lighting is LED and dimmable. Using LED reduces the power consumption with 75% for lighting.

This system allows complete “silent” running while at anchor, or in port without shore power.

While underway on either one or two Gardner main engines, each main engine provides ample charging power to maintain/charge the batteries and still have all systems running. The use of the auxiliary Caterpillar generator is not needed while cruising.

Heat recovery

All waste heat for cooling the main engines or generator is reused for heating the warm water supply.

Pre-heating, or maintaining operation temperature for the main engines is taken from the generator’s cooling system, electric or diesel burner.

Fuel economy

M/Y Sultana’s propulsion, hull design and engines allow for a low fuel consumption. With the correct conditions, guests enjoy a reduction of around 30% less than a

conventional yacht of this size.

Tests showed an average consumption of 33 litres per hour total both engines running.

Engine room

The engine room was completely rebuilt with new systems in during the 2012 refit.

The main engines had a full 2012 rebuild, repainted with special 2 component paint, chromed details and polished copper piping.

The engine room layout allows easy access to all systems, ensuring reduced maintenance and repair costs.

There is full electronic main engine monitoring through a NMEA 2000 system. There are sensors for measuring each cylinder exhaust temperature, 2 point water temperature, rpm sensors for prop shafts and engines to allow precise synchronizing. Vacuum meters on all fuel filters, allowing replacement only when needed. Temperature regulated ventilation to reduce power consumption. Maintenance free prop shaft stuffing boxes. Full toolkit, including Gardner special tools and workbench.

Reliability

M/Y Sultana was rebuilt with all modern systems, should there be a mayor power/electronics failure, her rebuild ensures that she can still run in all circumstances.

The main engines can be manually started, and power will then be generated with one or all 4 alternators of 400 amps capacity each.

The engine controls are 100% mechanically operated, no electric or hydraulic power required. Each engine still has mechanical temperature and oil pressure gauges fitted.

Fuel supply can be rapidly chosen for each engine from either the forward or aft tanks, should the unfortunate instance that one of the tanks is contaminated.

There are 3 ways to pump the bilges; fire pump, regular bilge pump or main engine seawater pump.

The AC power can be supplied directly from shore or generator, should there be an issue with any of the 3 Victron converters.

Exclusions

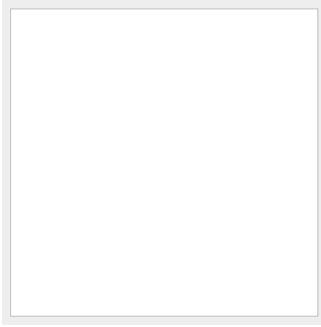
Owner's personal belongings.

Disclaimer

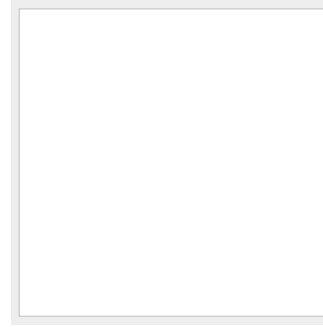
The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

M/Y Sultana Cruising



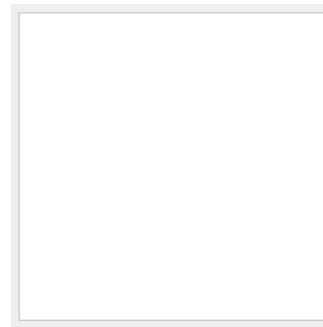
M/Y Sultana Cruising



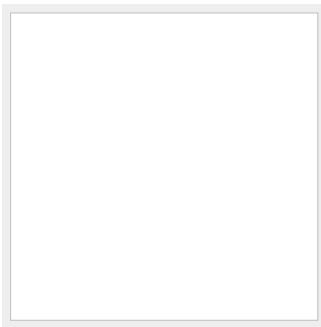
M/Y Sultana Sundeck



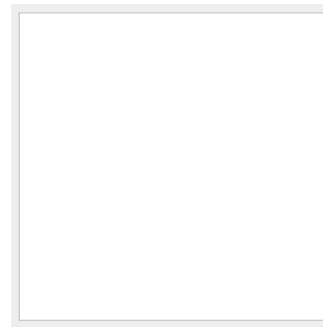
M/Y Sultana Cruising



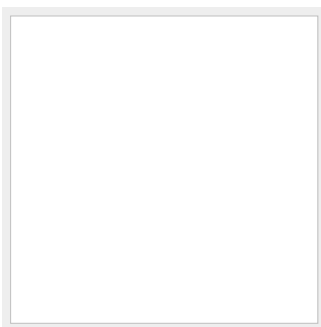
M/Y Sultana Aft



M/Y Sultana Sundeck



M/Y Sultana Sundeck



M/Y Sultana Sundeck



M/Y Sultana Aft Deck



M/Y Sultana Bridge



M/Y Sultana Main Salon



M/Y Sultana Main Salon



M/Y Sultana Master Cabin



M/Y Sultana VIP Cabin



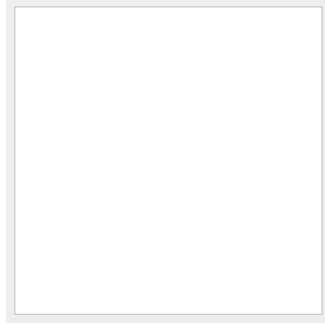
M/Y Sultana Guest Cabin



M/Y Sultana Ensuite



M/Y Sultana Engine Room



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