

## RED SKY — NAUTOR'S SWAN



**Судостроитель:** NAUTOR'S SWAN

**Год постройки:** 2003

**Модель:** Крейсерская яхта

**Цена:** ЦЕНА ЯХТЫ ПО ЗАПРОСУ

**Местонахождение:** United States

**Длина общая:** 100' 0" (30.48m)

**Ширина:** 23' 1" (7.04m)

**Мин. осадка:** 13' 2" (4.01m)

Купить **Red Sky — NAUTOR'S SWAN** 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 **Red Sky — NAUTOR'S SWAN** 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

After an exhaustive 9 month refit, RED SKY is better than new in many ways. Each and every system has been assessed and addressed. Entirely new teak decks have been installed, new hardware, new rigging refit, new rudder bearings. With a new main engine, new generator and a refresh of the engine room, it glistens. All systems have been supplied by the leading manufacturers with no short cuts taken. Only the very best. All items have been addressed, - even the most mundane. -PRICED TO SELL- EXTRAORDINARY VALUE IN A SAILING YACHT! "Red Sky" a Nautor's Swan 100' is an exceptional yacht from the design offices of German Frers and built by the world renowned Finnish yacht builder, Nautor Swan. Launched in 2003, this yacht has been professionally maintained from the moment of her christening by her extremely knowledgeable owner, captain and crew until now. A one owner boat, never raced or chartered, 'Red Sky' has been maintained to the highest standards to preserve her owner's enjoyment and investment. A complete summary of the refit is available upon request. Call to schedule an inspection today. RED SKY will impress you with her current top condition.

## Основная информация

**Тип судна:** Крейсерская яхта

**Подкатегория:** Представительская парусная яхта

**Модельный год:** 2003

**Год постройки:** 2003

**Год обновления:** 2019

**Страна:** United States

## Размеры

**Длина общая:** 100' 0" (30.48m)

**Длина по ватерлинии:** 86' 7" (26.39m)

**Ширина:** 23' 1" (7.04m)

**Мин. осадка:** 13' 2" (4.01m)

**Трапы:** 140' 1" (42.70m)

**Длина привального бруса:** 100' 0" (30.48m)

## Скорость, вместимость и масса

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**Водоизмещение:** 182000 Pounds

**Вместимость воды:** 454 Gallons

**Объем топливного бака:** 661  
Gallons

## Размещение

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**Всего кают:** 5

**Всего ком. состава:** 5

## Корпус и палуба

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**Материал корпуса:** Composite

**Отделка корпуса:** Stainless Steel

## Информация о двигателе

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**Двигатели:** 1

**Производитель:** Cummins

**Модель:** QSB6.7-M

**Тип двигателя:** Inboard

**Тип топлива:** Diesel

# ПОДРОБНОЕ ОПИСАНИЕ

## Overview

**Full Specifications** 'Red Sky' is a 30m/100ft composite sloop of German Frers design built by Oy Nautor Ab (Nautors Swan) in Pietersaari, Finland. Custom built for her current owner, she has been managed and maintained by a professional crew of three since her launch in 2003. 'Red Sky' has never been chartered or raced. The yacht has been used exclusively by a family sailing and seen very light use. Summering in Maine and wintering in the BVI's, 'Red Sky' has received an annual pre-cruise preparation and maintenance at Lyman Morse Boatbuilding in Thomaston, Maine. In addition, she underwent an extensive 8-month refit in 2011-2012. The owner has given generous priority to ensuring that 'Red Sky' is always kept in Bristol condition, both mechanically and cosmetically. Her most recent 9 month refit is the most exhaustive to date. RED SKY comfortably sleeps up to 6 guests aboard with an after master stateroom and two guest cabins. A 7th guest can be accommodated in a pullman bunk in the port guest cabin - perfect for a child. There are two additional crew cabins forward that provide berthing for up to 4 crew. The two berthing areas are well separated, providing a sense of privacy for both. The recently painted hull is brilliant red Awl-Grip with snow white cove and waterline stripes and a black antifouling bottom. The new teak deck is glued with epoxy using a vacuum bag system, eliminating screw penetrations of the deck. The trunk cabin was recently painted with oyster white Awl-Grip with a similar epoxy glued teak decking system on the cabin top. The reverse transom is fitted with a mechanical "garage door" for access to the yachts' tender, dive gear and other toys. When the "door" is fully deployed this provides a superb platform for all sorts of water activities. The "garage" is sealed from the interior of the vessel via a watertight bulkhead and is finished inside with oyster white awlgrip paint. The cockpit has a molded U-shaped settee and table and twin helm stations, each with their own bolster. Forward of the cockpit settee is the aft end of the cabin house is a built-in refrigerator, storage compartments, and a starboard companionway that leads to the main salon below. The cockpit and helm have respective full width canvas awnings that can be deployed for sun protection when the main sail is furled underway or at anchor. There is a full width canvas dodger for ocean spray and wind protection which can be hidden in a recessed tunnel plus a small entry companionway dodger for day sailing or when lesser windage is desired. All of these offer excellent protection from the elements either underway or at anchor. The main salon features a settee to starboard of the entry stairs, and a large oval dining table with curved seating that is perfectly elevated allowing for tremendous visibility. A wet bar and glassware cabinet are immediately aft, adjacent to a centered passageway leading to the master aft stateroom with matching guest cabins to each side. Each stateroom features an ensuite head. Returning to the main salon, a nav station is just forward. This area contains the service panel and vessel monitoring system. A door leads to the engine room located directly beneath the salon. To the port of the nav station is a large galley featuring built-in refrigerators and freezers with

considerable storage in cabinets and drawers. Forward of the galley are the port and starboard crew cabins with private heads and a shared shower. The interior of the entire yacht is finished with satin varnished teak bulkheads, cabinetry and sole. The overhead is finished with soft acoustic Ultra-Leather fabric. Lighting throughout is 24V halogen overhead and LED recessed lighting, incandescent side lamps, all with bulkhead mounted switches. New rope lighting in the salon and throughout the yacht provides warm illumination. DC LED lighting in the engine room. The exterior of the vessel has exceptional navigational and hazard lighting, in addition to LED lighting set into boom and spreaders and underwater lighting.

**Construction Details** The composite hull is of molded, laminated fiberglass and Aramid fibers with strategic carbon fiber using vinylester resins. The hull is stiffened with longitudinal, laminated stiffeners and Nomex honeycomb cored bulkheads. The hull has four full, watertight bulkheads, a half bulkhead through the lazarette and multiple transverse gussets. The keel is a 30 ton lead fin with bulb fastened through an embedded steel fin with 14 x 2" stainless steel keel studs. The keel studs were all torqued during the refit. The decks are molded, laminated carbon fiber and Nomex core with strategic placed high density core in the load areas. They are joined to the hull with full tabbing. The main deck is overlain with teak that is glued down via a vacuum bagging method. The cabin/house is molded laminated fiberglass with low density foam coring bonded and faired to the main deck. The portlights are fixed, and the companionway has pneumatically controlled vertical and horizontal slides and two opening hatches on the coach top. The cabin sole throughout the vessel are made with sandwich panels with teak veneer over aluminum framing. The balanced spade rudder is a carbon fiber and foam core with a composite rudder stock reinforced with stainless bands at the bearing surfaces. The helm is dual wheel steering with chain/wire to painted aluminum quadrant. The wheels are carbon fiber with teak veneers. The vessel also has an emergency tiller and a secondary transom hung emergency rudder.

**Propulsion** Diesel: Cummins QSB6.7-M with Commercial MCD (Medium Continuous Duty) rating of 305HP Gearing: ZF 85A, 2.5:1 Flex mounted to laminated stringers. Fresh water cooled, raw water heat exchanger, wet exhaust. Located in an enclosed engine room below main salon. Has an entry door forward of the nav station. The engine room is finished with a fire resistant, sound-proofing material. Shaft: 3" stainless steel, Tides Strong Seal, Bronze I-strut with cutlass bearing (new 2015/2016) Prop: Variable pitch Hundestedt VP4, 31.5" three blade. Serviced in 2015/2016 and coated with PropSpeed. Control: Mini-Marex-E electronic shift and throttle at outside helm and at main salon station. The engine space is extremely neat and orderly, well lit and well ventilated. It features a service sink for wash-up and stainless tanks for lube oil and waste oil storage. They have a deck fill and deck pump out fitting with manifold and pump.

**Fuel System** Two stainless steel diesel tanks - removed and cleaned 2019. 661 gallons total capacity Tank vents have Racor Lifeguard separators Dual Racor primary filters ( new in 2016) and spin on secondary filters for engine and both generators. New hoses in 2016 A fuel hose and pump in the transom accessed "garage" provides fuel for the diesel tender

**Fresh Water System** 450 gallons capacity in two stainless tanks filled by a single point. AC and DC pumps with accumulator tank. Provides fresh water to 5 heads, galley, wet bar and shower in the

transom "garage" Hot Water via stainless steel Kaukora 60 Gallon tank - engine and AC heating. Manifold rebuilt in 2015/2016. Watermaker: Aqua Whisper Sea Recovery reverse osmosis system with a 1-1/2" bronze seacock and strainer. AC circulating pump. **Sanitary System** 5 Techma DC macerating toilets, freshwater flush, direct discharge into blackwater tanks. 5 head sinks drain to graywater sumps via DC macerators. 2 - stainless blackwater/holding tanks - 600 gallons capacity Deck pumpout and overboard capacity 2 - stainless graywater tanks - 600 gallons capacity Overboard discharge via pumping at a waterline discharge. **Electrical System** 24 VDC system consisting of: Two banks of paired 12V Optima AGM for engine and generator starting Two banks of 12 x 2 VDC Mastervolt MVSC-Gel-2-1500 gel batteries All batteries covered and strapped into place. All new 2012 - load tested in 2016. Stranded copper wire throughout, builder installed/mapped and no alternations. Surveyor notes that wire runs are exceptionally well done. AC System consists of: 125 amp shore power connection w/breaker at inlet. Glendenning Cable Master 240' cord 230V / 50Hz System 2 x A/Sea AC18 automatic converters and isolation transformers feed 110 and 220 circuits 4 x Mastervolt 24/100 and 1 x 24/25 multistage battery chargers | 5 x Mastervolt 24/2500 and 1 x 24/1000 inverters Programmable Logic Controller (PLC) controlled power shedding system. Generators: #1: 2019 30kw Northern Lights, Model M944, fresh water cooled - 500 hours. (at time of posting) #2: 2012 16kw Northern Lights, Model 844-LW-3.3, fresh water cooled - 3050 hours (at time of posting) **Emergency** 5 submersible Gianneschi 3600 gph bilge pumps with auto and manual modes, light indicators and cycle counters. 8 automatic Whale Gulper pumps with intakes along the mid bilge strainers with automatic sensors to remove water at heel. These pumps have cycle counters. 2 Manual Whale pumps, one in lazarette and one in galley, each with 2-pickup manifold. Belt driven pump and mechanical clutch on engine. 2 x MOM-8A modules for Person Overboard Safety - serviced in 2019 2 x 6 Zodiac Life Rafts - valise cases - serviced in 2019 2 x ACR Class II EPIRBS 1 PLB Personal Locator Beacon 2016 Solas Flares Kit (Due January 2017) Electric Horn with automatic fog signal Multiple first aid kits throughout vessel and in ditch bag Ditch bag with food, water, first aid, flares and EPIRB (one of the two above) 8 x 5lb ABC portable fire extinguishers mounted throughout vessel and galley - up to date 1 x 10lb portable CO fire extinguisher unit in engine room Fixed fire extinguishing system: 70lb Softex foam with nozzles throughout engine room. Up to date. Fire hose in lazarette teed from sal water pump in the engine room 3 x CO alarms, one each in master and guest staterooms **Hydraulic System** The following items are hydraulically powered: head stay roller furler, boom furler, windlass, thruster, transom "garage" door rams, winch for tender, Navtec rams on back stay, inner head stay and jib halyard tension. Dual Rexroth AC pumps and reservoirs Additional PTO driving pumps on each generator Oil cooling via the engine manifold. **Electronics** VHF - Icom IC-M604 with two remote mics SSB - Icom IC-M802 Radar - Furuno Nav Net VX2 interfaced system with three repeaters Plotter - Furuno Nav Net VX2 interfaced system GPS - Two Furuno GP37 Autopilot - B&G Hercules Pilot with hydraulic pump and ram Depth - B&G Hercules 2000 with repeaters (plus depth feature on Nav Net) Speed - B&G Hercules 2000 Wind - B&G Sat Phone - KVH satellite phone and internet accessible system CCTV - Three cameras (engine room and



spreaders) interfaced with Nav NetWiFi Amplification from shore by Rogue Wave Antenna & Cradle Point. **Entertainment** "Control4" Audio & Visual interface system via any Ipad, Iphone, or Android portable device which interact with the following systems: KVH M7 26" Gyro Stabilized Satellite TV Antenna (upgraded 2012) Sat TV Receivers linked to KVH gyro stabilized antenna for USA, South America & Europe 37" Samsung LCD-TV in Salon 46" LED Samsung TV in Master Cabin 5 x 18" LCD Samsung LCD-TV in crew and guest areas 2 Samsung DVD Players Sonos integrated audio interface for portable device stored and internet audio data Wii gaming system Media Hard Drive with very large capacity for movie and music storage coupled to a... Media PC with Windows OS 8 **Galley and such** Large U-shaped counter with granite veneer over honeycomb cored counter tops double basin stainless sink AC garbage disposal AC Miele dishwasher Gaggenau microwave/convection oven Broan trash compactor Gimbaled Gaggenau LP and AC Stove with three LP gas burners & 2 AC electric Gaggenau exhaust fan over the stove, as well as deck hatches, for adequate venting LP System - Solenoid controls 2 x 20lb LP tanks (in deck lockers) supply ample propane. 2 x Built-in, self-contained Waeco AC/DC refrigerator and freezer in galley. Similar mini fridges in main salon, master stateroom. Brema fridge in cockpit. Hoshizaki ice maker at wet bar in salon **HVAC and Ventilation** Condaria 220 VAC system with seawater cooling. Headhunter circulating pump, 3 compressors, 2 heating elements Five comfort zones for climate control heat / cool 12 custom Swan flush deck hatches with screens and shades DC Bilge ventilation fans for moisture and odor control Delta T DC fans with automatic temperature and low pressure switches in engine room Heads have DC powered ventilation fans and deck hatches for fresh air **Mast, Rigging, Sails** Southern Spars (NZ) built high modulus carbon fiber mast with 4 spreaders Welded titanium mast step. Mast faired and painted with Awl-Grip Southern Spars (NZ) built carbon fiber boom with in-boom hydraulic furling Hydraulic ram for outhaul tension Painted with Awl-Grip (Oyster White) Carbon fiber spinnaker pole Rigging is Navtec stainless rod, masthead rig with discontinuous shrouds and swept spreaders. Navtec rod rigging was disassembled in 2019, sent to Navtec, re-headed and/or replaced as warranted Roller furled jib - Enerpac hydraulic head stay - rebuilt in 2019 Removable kevlar inner head stay with Navtec hydraulic ram. Split back stay Running rigging is a combination of Spectra and Vectran halyards and sheets - (new in 2019) Kevlar running backstays (new 2019) Stainless jib tracks on deck with Harken blocks. 2 x Rondell RW4000 hydraulic captive drum winches for main halyard, main sheet 2 x Rondell RW6000 for the jib sheets 2 x Lewmar 111 winches 2 x Lewmar 88 self-tailing hydraulic winches 2 x Lewmar 88 self-tailing manual winches Navtec hydraulic boom vang Sails: 2012 Quantum full batten main sail Fusion-M blend of Carbon and Vectran fibers 2012 Quantum genoa Fusion-M blend of Carbon and Vectran fibers 2003 North staysail Carbon and Spectra fiber 2003 North storm tri-sail Carbon and Spectra fiber 2003 North asymmetrical spinnaker - recut to a Genniker for easy usage. **Deck Equipment and Ground Tackle** Rails and Lifelines: Double piped stainless bow and stern rails with double 3/8" uncoated lifelines Stainless steel stanchions Two side gates with Pelican hooks Raised toe rails fore and aft Moveable center toe rails with stainless bolts that can be fastened to the center of the foredeck. 8 x 16" heavy

stainless pop-up cleats with closed chocks through the toe rails 1 x 180lb CQR anchor with 240' of 1/2" BB chain >Hydraulically operated titanium deployment anchor roller stores in anchor locker 1 x Fortress FX-85 anchor with spool of chain and super-braid rode as spare in sail locker. Lewmar 5000 Hydraulic anchor windlass

**Tender and Miscellaneous Equipment** 2002 14' Jet Tender Castoldi RIB with 110hp diesel inboard and a Castoldi water jet drive. The hull number is CAST14D2E202. The tender is set on rollers and deployed through the transom door. The vessel and engine has been fully refurbished in 2012. Vessel is equipped with an extensive, vessel wide monitoring system for tank levels, bilge pump cycle counters, alarms, and all mechanical systems.

**Other features:** Dodger, cockpit bimini, full awning, steering pedestal and wheel covers Miele AC washer and drier AC and DC air compressors for main hatch operation Bauer dive tank air compressor, assort dive gear Allway central vacuum system, AC powered Leather upholstered settees in main salon, with slip covers Cushions for large settee in cockpit AC and DC air compressor for the pneumatic companionway hatch (2) 5" Suunto compasses at steering pedestals Engine room has large tool compliments and spare parts Large inventory of spare parts for all systems

**Video** Link to YouTube video: **Tax Status & Disclaimer** U.S. Import Tax has been paid on this vessel. for further information. Buyer should consult qualified authority for accurate guidance pertaining to their specific situation. Broker cannot provide legal or tax advice beyond clear representation of tax status of the vessel.

**Exclusions** Excluded from the sale is the framed art work in the master cabin.

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## Исключения

При продаже яхты исключаются личные вещи владельца.

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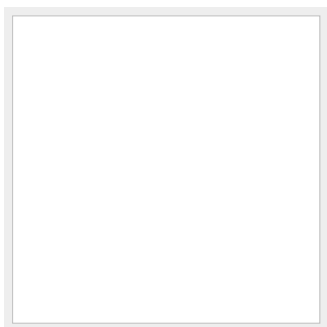
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Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную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

# ФОТОГРАФИИ

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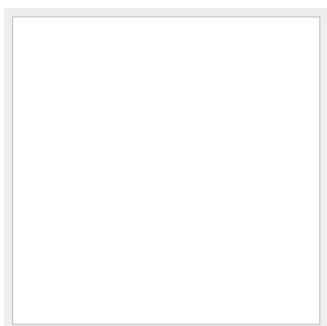
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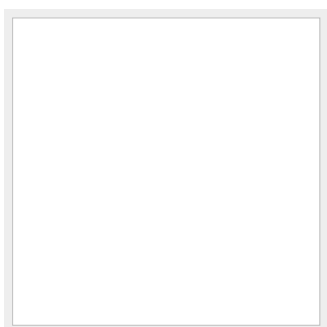
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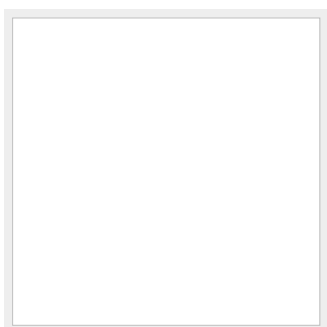
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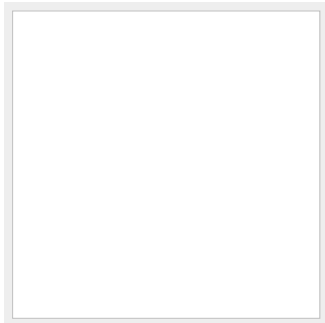
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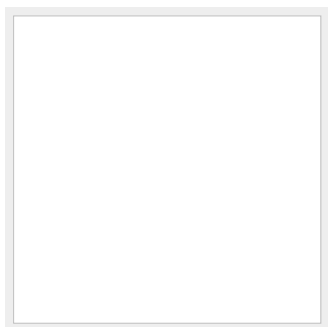
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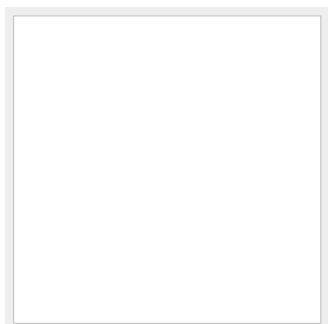
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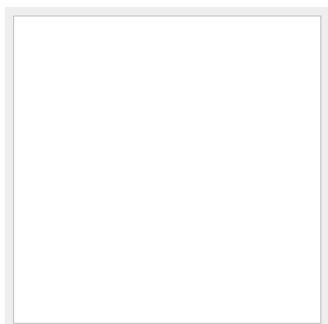
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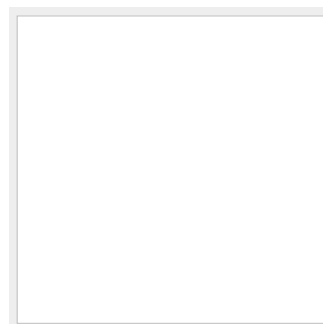
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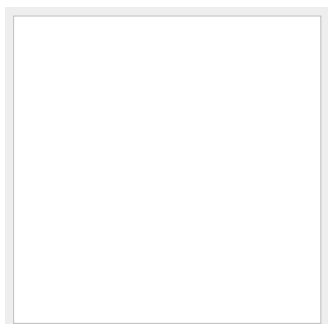
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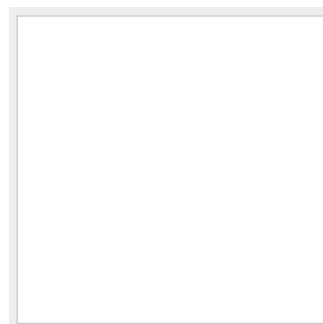
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# КОНТАКТЫ

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Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

## Контактная информация

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## Время работы

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

Воскресенье: **Закрето**

## Адрес

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