SHESTAKOV
Yacht Sales

ASTRA — CUSTOM

Судостроитель: CUSTOM

Год постройки: 1995

Модель: Траулер

Цена: €2,000,000 EUR

Местонахождение: Spain

Длина общая: 76' 8" (23.35mm)

Ширина: 21.75

Мин. осадка: 8' 3" (2.5mm)

Макс. осадка: 10' 6" (3.2mm)

Крейс. скорость: 8.4 Knots Kts. (10 MPH)

Макс. скорость: 13 Knots Kts. (15 MPH)

Купить **ASTRA — CUSTOM** 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 **ASTRA — CUSTOM** 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

ASTRA is a super strong expedition vessel that can go anywhere in the world, regardless of the weather. After completing her 151 day circumnavigation via the five southern capes in May followed by an extensive shipyard period she is ready to depart for Antarctica or the Northwest Passage.

In Dag Pike’s article on ASTRA in Passagemaker magazine in March 2018 he said:

“…I would put this 80-footer in the category of the ultimate passagemaker - a vessel capable of taking on the world’s toughest oceans and coming out on top. She has to be one of the toughest boats of her size ever built… with traditional sheer lines and purposeful superstructure. No frills here, just a proper functional boat built for one of the toughest jobs in the world”.

ASTRA is a 23.35 meter customized polar expedition vessel with the highest ice class rating and ice breaking capability. All this on a vessel that is just below 24 meters in length and also European CE certified.

According to construction drawings on board (and confirmed by thickness measurements carried out during the survey in September 2020), the hull shell plating thickness varies from 15mm on the bottom plates tapering through 13, 11 and 9mm on the outer shell plating and deck areas. UTI testing (Sep 2020) indicated less than 4% reduction in the original shell plating, in part attributed to ASTRA having operated in fresh water in the Baltic for her initial 22 years.

She is powered by a low/medium speed Mitsubishi main engine (M.E.) of 1,350 BHP, that is started by compressed air at 30 Bar, in the same manner as a merchant vessel. You do have to remember that ASTRA was built as strongly as was feasible for a vessel of her size and she is a big step up from the small scale electrics and battery starts commonly found on other vessels below 24 m.

The main engine goes through a 3:1 reduction gearbox, reducing the RPM at the propeller to 1/3 of that at the engine. The propeller shaft is approx. 12” in diameter and, on seeing it, you start to get a real sense of her strength and design capability for adverse weather. The propeller itself is a 4 bladed controllable pitch propeller (CPP) of 1.72 m in diameter and the rudder is a high performance Schilling rudder (+/- 64°) that can be operated either hydraulically or electrically.

The Schilling rudder, combined with a 100kw hydraulic bow thruster, provides incredible maneuverability for a vessel of ASTRA’s size. Fitted with 4 conning positions from the navigation bridge, the vessel can be handled from Port, Centre and Starboard (looking forward) and the centerline aft when maneuvering astern.

Anyone that has ever owned a SAAB or VOLVO will have had the opportunity to appreciate Swedish engineering. A substantial hydraulic system is at the heart of the ship’s systems on ASTRA and hydraulics power the following systems:- Bow Thruster- Anchor Windlass- Towing Winch- Stern Flap- Forward Crane- Aft Crane- Fire Pump

The key systems on board are provided with a back-up system that provides 100% redundancy, including:- Engines- Steering- Bilge Pumps- Air Compressors- Power Generation.

Built as a rescue vessel, ASTRA is incredibly stable and has no ‘point of vanishing stability’. When fully laden, with all tanks full, she still has a GM of 0.98m.

In addition to air conditioning, ASTRA has substantial heating capability from her CTC boiler (that can run electrically or from diesel) and is very cozy onboard, with ample heating radiators and lots of hot water. Heating is one of the areas where her ice class comes in to play, with heating blowers in the foc’sle store and steering flats, hot water discharge points from the engine cooling discharge to deck if required for clearing ice (lancing) and, running just below the bulwarks, is a heating coil for clearing ice from the scuppers. This has stainless steel pipework, as is common for the majority of systems onboard.

During ASTRA’s refit in 2017, aside from the work you might expect in a repair period, the following major additions were made:- Air conditioning in all areas- new Portuguese bridge- new Furuno navigational equipment- new 4 automatic rotating stabilizers- large additional battery banks (to be able to lie at anchor without auxiliaries)

- increased fuel capacity

- fresh water maker

- new oak cabin soles- new toilet and shower facility on the lower deck

With the new MagnusMaster rotating stabilizers fitted in Sep 2017, even in seas of 4-5 meters in height and it was remarked that “...this went largely unnoticed, with coffee cups staying firm on the table and the passengers able to get on with their normal activities. The vessel was only moving steady slightly up and down without rolling side to side”.

Anyone that has ever owned a SAAB or VOLVO will have had the opportunity to appreciate Swedish engineering. A substantial hydraulic system is at the heart of the ship’s systems on ASTRA and hydraulics power the following systems:- Bow Thruster- Anchor Windlass- Towing Winch- Stern Flap- Forward Crane- Aft Crane- Fire Pump

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ASTRA's owner is a Master Mariner who has prepared her to an extent this broker has never seen aboard any yacht. She has my absolute highest recommendation. It has been a highlight of my career assisting with her purchase and now an honor to represent her.

~ John Clayman ~

Основная информация

Тип судна: Траулер

Подкатегория: Long Range Cruiser

Модельный год: 1995

Год постройки: 1995

Страна: Spain

Размеры

Длина общая: 76' 8" (23.35mm)

Длина по ватерлинии: 69' 8" (21.21mm)

Длина палубы: 76' 8" (23.35mm)

Ширина: 21.75

Мин. осадка: 8' 3" (2.5mm)

Макс. осадка: 10' 6" (3.2mm)

Скорость, вместимость и масса

Крейс. скорость: 8.4 Knots Kts. (10 MPH)

Дальность на крейсерской скорости: 5000

Макс. скорость: 13 Knots Kts. (15 MPH)

Чистый вес: 156 Pounds

Вместимость воды: 1730 Gallons

Вместимость сточного бака: 264.17 Gal Gallons

Объем топливного бака: 11623.57 Gal Gallons

Расход топлива: 12.68 Gal Gallons

Размещение

Всего кают: 5

Всего коек: 9

Спальные места: 9

Всего ком. состава: 2

Корпус и палуба

Материал корпуса: Steel

Материал палубы: Steel

Комплектация корпуса: Displacement Ice Breaker Hull

Цвет корпуса: Aristo Blue

Дизайнер корпуса: FK AB Marine Design

Информация о двигателе

Двигатели: 1

Производитель: MITSUBISHI

Тип двигателя: Inboard

Тип топлива: Diesel

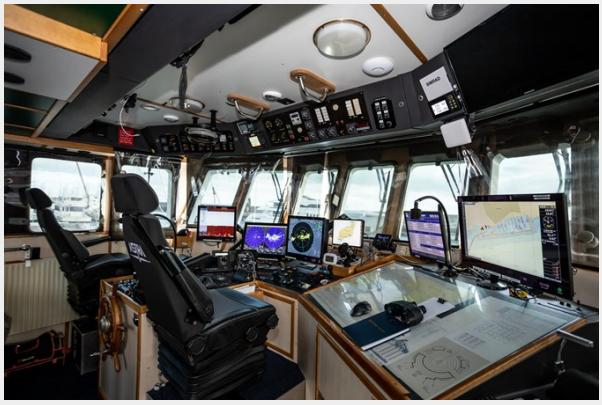
ФОТОГРАФИИ

ASTRA in Tasman Sea Storm

ASTRA in shipyard

RIBS from Astern

Wheelhouse



Wheelhouse closeup

Radio desk and aft control station

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Saloon view aft

Saloon and Galley

Saloon view fwd

Captain's cabin

Two forward double cabins

Port double cabin

Aft double cabin

View of three forward cabins

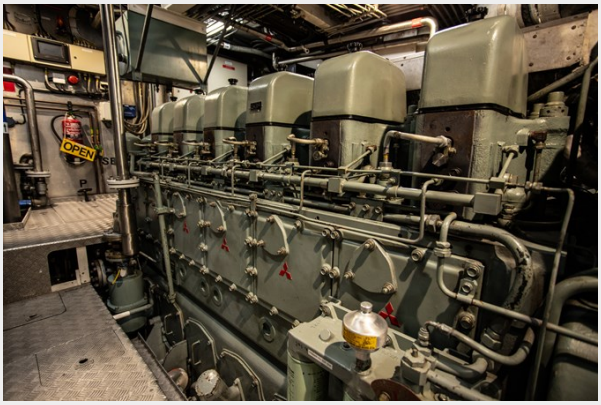
Accomdation deck head

Dry stores

Freezer and dry stores

1500 litre Freezer

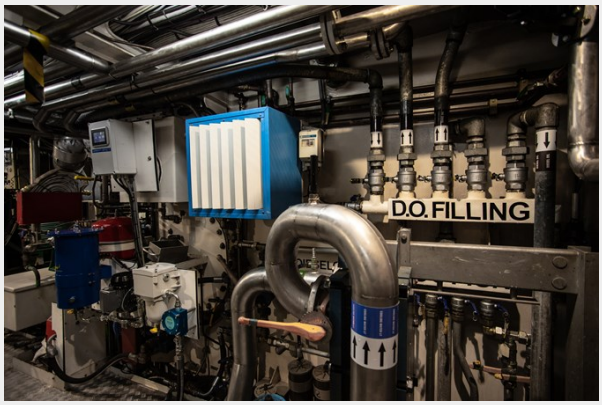
Mitsubishi Main



Engine Room

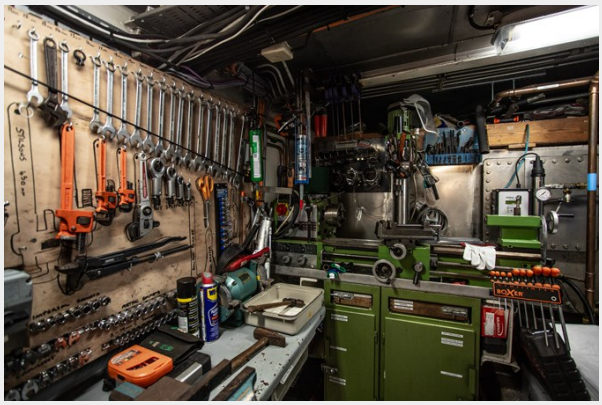
Bilge Pumps and shaft generator

Fuel Manifold



Fuel polisher

Machine shop



New Onan and Electrical Control Panel

Volvo Penta generator-

Controllable Pitch Prop and Nozzle

Rotary vane axial flow steering gear

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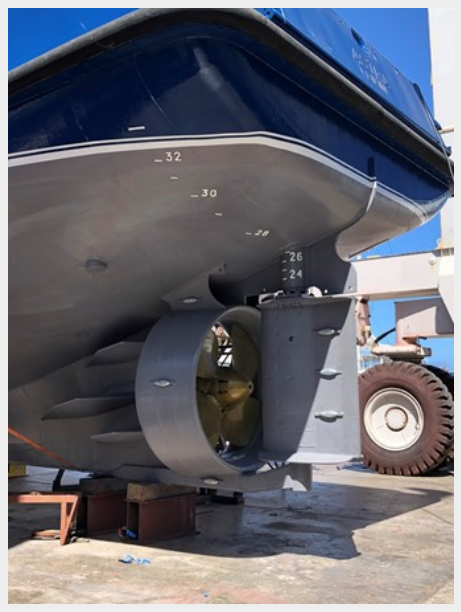
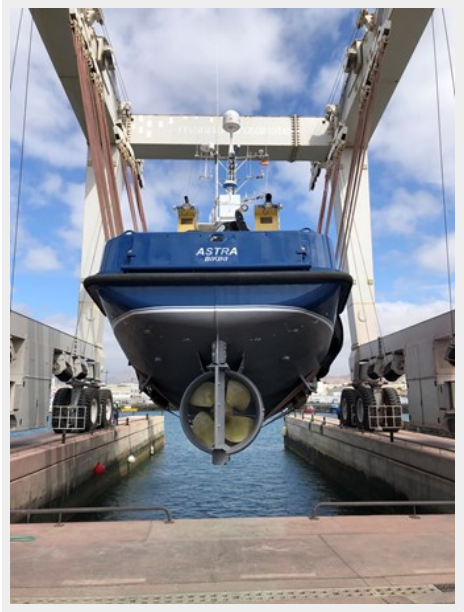
Schilling Rudder



Launching



Wheelhouse mugs

КОНТАКТЫ

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.

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Время работы

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

Воскресенье: **Закрыто**

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