

SHELMALIER OF ANGLESEY — BERTHON



Судостроитель: BERTHON

Год постройки: 1964

Модель: Классическая яхта

Цена: **ЦЕНА ЯХТЫ ПО ЗАПРОСУ**

Местонахождение: Italy

Длина общая: 58' 4" (17.78m)

Ширина: 13' 6" (4.11m)

Мин. осадка: 8' 9" (2.67m)

Макс. скорость: 7 Kts. (8 MPH)

Купить **SHELMALIER OF ANGLESEY — BERTHON** 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 **SHELMALIER OF ANGLESEY — BERTHON** 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

Shelmalier was built by Berthon in 1964 and was delivered to her first owner in 1965, she was the largest racing yacht built in England between 1965 and 1980. She is now offered in sparkling and largely original condition and is perfect for either family cruising or Spirit of Tradition events internationally.

Основная информация

Тип судна: Классическая яхта	Модельный год: 1964
Год постройки: 1964	Год обновления: 1994
Вид обновления: Restoration	Страна: Italy

Размеры

Длина общая: 58' 4" (17.78m)	Ширина: 13' 6" (4.11m)
Мин. осадка: 8' 9" (2.67m)	

Скорость, вместимость и масса

Макс. скорость: 7 Kts. (8 MPH)	Водоизмещение: 83775.65956 Pounds
Вместимость воды: 105.6688208 Gallons	Объем топливного бака: 47.55096936 Gallons

Размещение

Всего кают: 4	Всего коек: 10
Всего ком. состава: 2	

Корпус и палуба

Материал корпуса: Wood

Материал палубы: Teak

Отделка корпуса: Stainless Steel

Дизайнер корпуса: Laurent Giles

Информация о двигателе

Двигатели: 1

Производитель: Yanmar

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

SPECIFICATION

SHELMALIER OF ANGLESEY's Restoration Program:

1992 - July

- Purchased in the South of France. Original survey available.

1994 - January – August.

The first step of the restoration was undertaken by Chantier des Baux, Sanary Sur Mer (Toulon) France,

- Interior completely removed
- Removal of all rotten steel stringers (some which were still sound and were not replaced until a later phase of the restoration), and replaced with new custom stainless steel ones.
- All bulkhead and rib fixing bolts changed and replaced with stainless steel.
- Removed original steel fuel and fresh water tanks and replaced with stainless steel replicas.
- Original 36 hp Perkins replaced with new Yanmar 120hp turbo intercooler (actually weighing the same as the original)
- Two new engine alternators fitted: 24 volts for services and 12 volts for engine and VHF.
- Complete repositioning of the original off centre shaft with a new stainless steel centreline one and associated rudder modifications. This is the only deviation from the original build plans.
- New aqua-drive for smooth gear operation and reduced vibration
- New large diameter furling Max Prop fitted, with variable-pitch for low revving operation.
- New electric bilge pump under the shaft
- New SSB Furuno long distance radio
- New 10 man liferaft.

1997 – 1999

For three years SHELMALIER was docked at Cantieri Navali Di Imperia, Porto Maurizio Imperia.

This was the period of major refurbishment under the supervision of Mario Quaranta the Director and naval architect of the company.

- Hull and interior stripped to bare wood.
- Old teak deck and ply sub deck removed.
- Removal and replacement of rotten hull planks.
- New high quality marine ply sub deck fitted and treated with West System
- Sourced 25 year+ aged Siam teak for the new deck and screwed in place
- Deck sealed with two pack compound and then left for 6 months to avoid any shrinkage.
- New teak bulwarks fitted.
- New teak decking to the cockpit
- New heavy duty bronze Genoa Yankee rail fitted to replace the original weaker one due to buckling.
- New design and fabrication of winch pedestals.
- Refurbishment and re-chroming/brassing of all deck fittings and winches.
- New stainless steel wind scoops fitted.
- New stainless steel pulpit rails made from original plans.
- Replacement hand rails on original stanchions.
- Complete new set of stainless steel chain plates.
- Custom light weight gang-plank in teak.
- New teak flagstaff.
- New stainless steel bathing ladder.
- New North Sails mainsail specially made for the furling boom in Dacron.
- Full underwater treatment stripped the hull treated with the West System and then antifouled.
- Topsides taken back to bare wood and then primed and re-painted with two pack white paint with gold detailing.
- Deck areas stripped and re-varnished where necessary.

- Mast and boom professionally re sprayed with two pack Dupont vintage gold paint.
- New manual bilge pump under cockpit.
- New Bombard rigid hull inflatable with 5hp Johnson outboard.

Phase Two of the Restoration – Internal

- Complete new wiring and electrics but with the restoration of the original chromed switch panel.
- All interior repainted and varnished.
- New interior lighting with identical replacement for the originals.
- New electric toilet in forward heads (original manual Victory Blakes toilet available for refitting if preferred).
- New sea cocks in both heads and galley.
- Interior sanded and repainted or varnished throughout.
- Fabrication of new teak flooring throughout.
- New mahogany batons to walls in all cabins.
- New blue upholstery throughout.
- New mattress in cautchou latex for the front cabin.

2006

- New 24 Volt heavy duty battery charger.

2007

- Replacement of the last remaining steel stringers around the base of the mast with new stainless steel ones.
- Topsides painted again with four coats of two pack high gloss Stoppani paint with gold detailing.
- New 12 Volt battery charger in addition to the 24 Volt one fitted in 2006.

2008

- Two coats of antifouling.
- Full set of new 24 Volt batteries.
- Deck varnishing where necessary.

2009 Onwards

- SHELMALIER continues to be maintained to the highest standards. She has a part time skipper who maintains her regularly.

Construction:

RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) as she was built and placed into use within the EU prior to 1998.

Hull, Deck & Superstructure Construction:

- Hull in Iroko under the waterline, two-ply Mahogany above the waterline
- The hull has been completely stripped to bare wood, checked and all rotten planking has been replaced. It then was sealed and treated with the West System, before being antifouled. The topsides have been stripped and then primed before being painted with two pack white paint and gold detailing.
- New Siam teak decks over newly laid marine ply sub-deck which was also firstly treated with the West System (part of the 1997-99 restoration)
- Teak superstructure.

Keel & Rudder:

- Lead keel (12 tons).

Machinery:

Engine & Gearboxes:

- 1 x Yanmar 120hp diesel engine (1992/3).
- Direct Aquadrive gearbox.

Maintenance & Performance:

- Engine Hours: 685 as of 01/03/08.
- *Maximum Speed: 7/8 knots.*
- *Annual servicing in accordance with manufacturer's recommendations.*

Propulsion & Steering:

- *Folding 3-bladed Max-Prop.*
- *1 x Main steering position and 1 x secondary emergency tiller.*

Electrical Systems:*Voltage Systems:*

- *All electrics replaced 1997-1999.*

Battery Banks:

- *4 x 24v Service batteries in 2 x banks.*
- *2 x 12v Engine and radio batteries.*

Battery Chargers:

- *2 x Battery chargers (1 x 12v and 1 x 24v).*

Alternators:

- *2 x Alternators (1994).*

Shore Power:

- *Shore power connection.*

Plumbing Systems:

Fresh Water & Water Heating System:

- *Water pressure system; 1 x electric pump.*

Bilge Pumps:

- *1 x Manual bilge pump.*
- *1 x Electric bilge pump.*
- *1 x Engine run bilge pump.*

Tankage:

Fuel:

- *Total fuel capacity of 180 litres (40 gallons) in 1 x stainless steel tank.*

Fresh water:

- *Total capacity of 400 litres (88 gallons) in 2 x stainless steel tanks.*
- *Cross over valves.*

Navigation Equipment:

- *B&G Wind speed and direction (1992).*
- *B&G Speed, depth and log (1992).*
- *2 x Original Constellation compasses (1965).*

- *Furuno SSB FS 1550IT (1994).*
- *Seavoice RT550 VHF (1994).*

Domestic Equipment:

Galley:

- *3-burner gas hob, grill and oven.*
- *2 x 24v Chest fridges.*

Heads/Showers:

- *2 x W/Cs.*
- *1 x Shower.*

Accommodation:

Summary of Accommodation:

The extremely well finished interior has been restored to original condition with many features sourced from the original suppliers throughout the UK, from chrome light fittings & switches through to the teak soles. For a yacht of her age and class she offers particularly spacious accommodation for up to 10 people, (including 2 crew) or would comfortably accommodate two couples separated between the forward and aft cabins with their own respective heads. The port berth in the forward cabin extends to form a double if required.

- *Teak flooring throughout interior, white painted bulkheads, mahogany battens.*

Deck Equipment:

Rig:

- *Aluminium rig by Proctor; keel stepped.*
- *Stainless steel wire standing rigging.*
- *Original furling boom (custom design).*
- *All spars and rigging are original, and have been subject to restoration and found to be in good condition.*

Winches:

- *4 x Manual Lewmar winches (Cockpit).*
- *5 x Manual Lewmar Winches (Mast base).*
- *All winches have been re-chromed.*

Sails:

- *North Sails main sail in Dacron (2003).*
- *Several other sails which are close to original, so condition cannot be guaranteed, but would be useful for spares and/or patterns for new.*

General:

- *Pulpit, pushpit, guardrails and bathing ladder in chrome and stainless steel.*

Anchoring & Mooring Equipment:

- *1 x CQR 65lb anchor.*
- *70m of chain and then warp.*
- *Orvea Monza electric anchor windlass.*

Tender & Outboard:

- *Small white rigid hull Bombard Dinghy (2000/1).*

- *5hp Johnson outboard.*

Safety Equipment:

- *Eurovinil 10-man liferaft.*

Fire-fighting equipment:

- *Several fire extinguishers (including engine bay).*
- *Fire blanket.*

Owner's Comments:

We have endeavored to restore and maintain SHELMALIER to her original condition throughout our ownership. Unfortunately due to work commitments we have only holidayed on her occasionally but can confirm that she sails beautifully. We have sourced a full set of original Laurent Giles designs and would be willing to pass these on to the new owner of SHELMALIER.

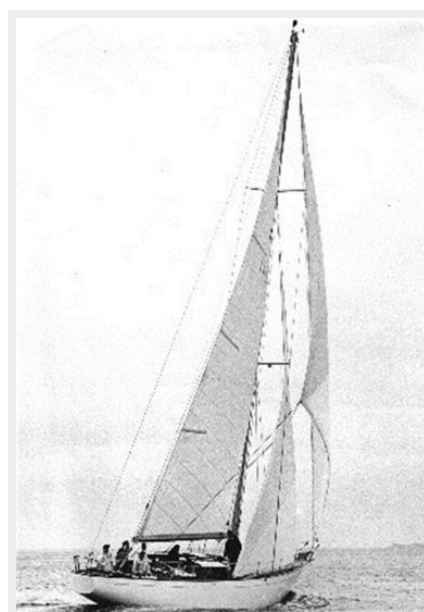
Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

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

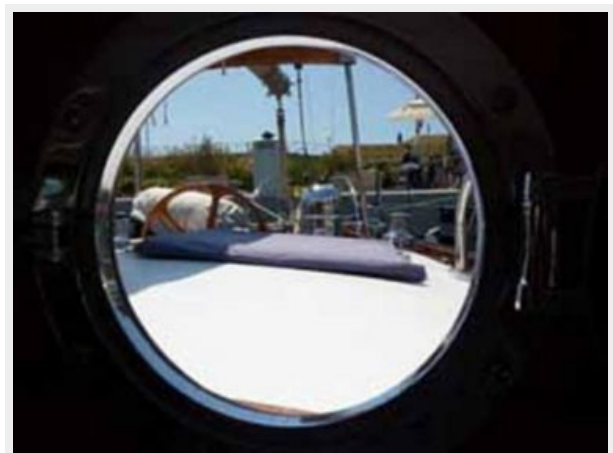








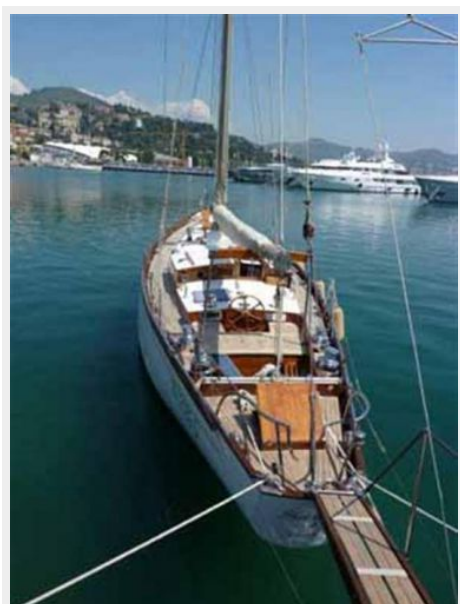


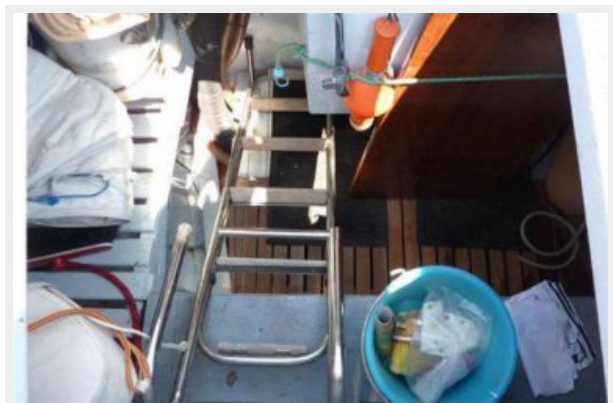


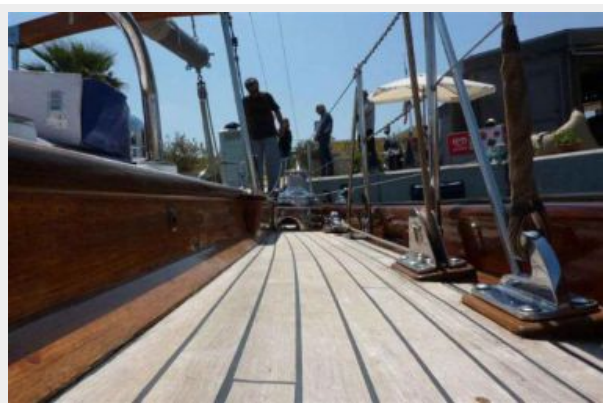


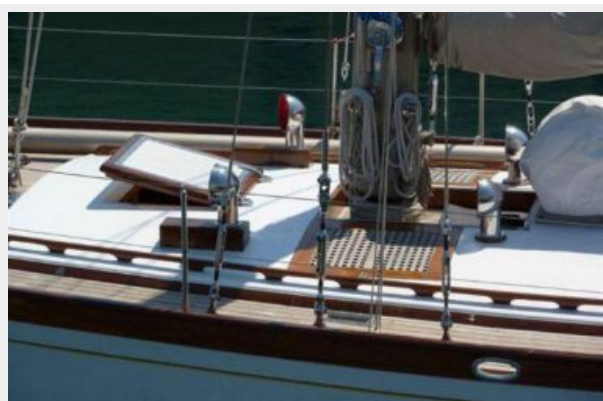


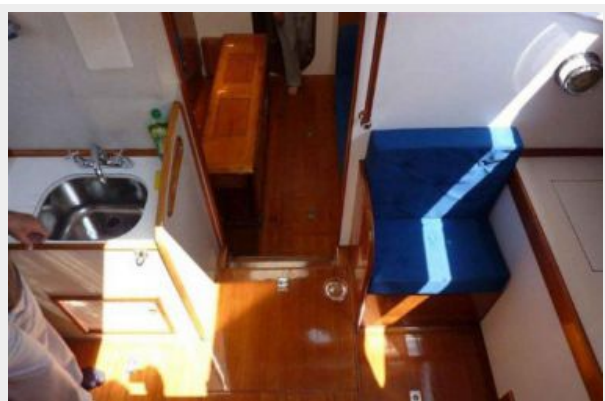


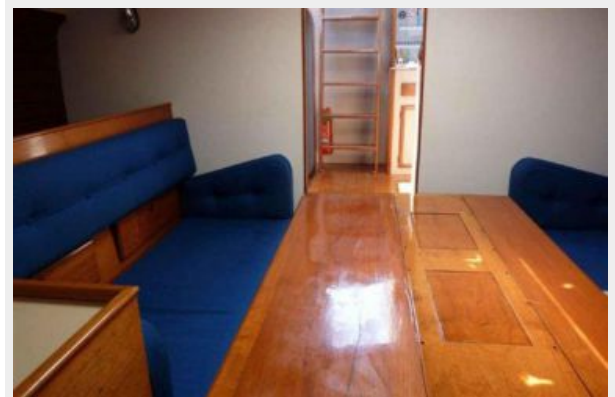




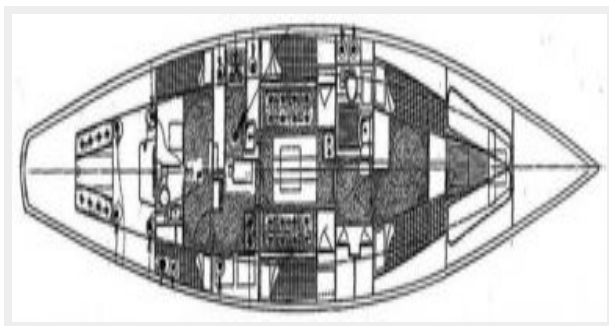
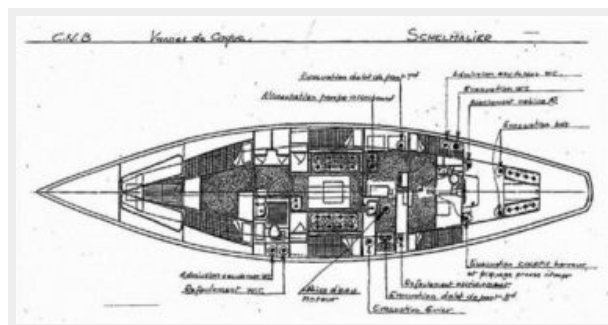












КОНТАКТЫ

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: **Закрето**

Адрес



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