

EILEEN II — STEPHENS



Судостроитель: STEPHENS

Год постройки: 1934

Модель: Крейсерская яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: Norway

Длина общая: 92' 0" (28.04m)

Ширина: 16' 0" (4.88m)

Макс. осадка: 11' 0" (3.35m)

Крейс. скорость: 9 Kts. (10 MPH)

Макс. скорость: 10 Kts. (12 MPH)

Купить EILEEN II — STEPHENS 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 EILEEN II — STEPHENS 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

HISTORY 'Eileen II' is one of the most beautiful yachts in the world. There are only two or three classic yachts of her size in Northern Europe and she is unique in Norwegian waters. She was launched in 1934 as 'Albyn,' towards the end of the Golden Age of the classic yachts. Scotland and the Clyde had been international leaders in the design and building of these graceful craft and there is no finer pedigree than that of Alfred Mylne, pupil of the illustrious G. L. Watson, and the shipyard of Stephens of Linthouse on the Clyde. Officially described as an auxiliary engined gaff-rigged ketch, she is 92 foot long overall and 82 foot on deck and was originally fitted with an eight litre Gleniffer paraffin engine. She was built for the Glasgow tobacco magnate Robert French, a leading yachtsman of his day. The Lloyds register of 1936 shows him not only as a member of the Royal Clyde Yacht Club but also as Commodore of both the Royal Cruising Club and the Royal Corinthian Yacht Club of Cowes. He raced both successfully on the Clyde, and at Cowes and she was on the Solent when the war broke out in 1939, sailing for Dunkirk for the evacuation in 1940. In 1947 she was purchased by the wife of the Italian Publisher Mr. Feltrinelli and renamed 'Gialese' (her christian name) and retained Southampton as Port of Registry, although she was sailed to the Mediterranean and her home port became Porto Santo Stefano in Italy. The Feltrinelli family kept 'Gialesa' until the death of Mrs. Feltrinelli in 1983 when she was subsequently put up for sale at Sotheby's in London. An industrialist with interests in a well known Italian shipyard purchased her, and the yacht underwent a major refit over a period of eighteen months. She was launched once again in the summer of 1986, perfectly restored to the original condition, and now named 'Galashiel' with Montrose (Scotland) as her Port of Registry. The name was chosen as homage to the Scottish region where she had been built in 1934. At the Classic Yacht rally Imperia (Italy) in 1987 'Galashiel' received the award for the best interpreter of tradition thanks to her largely original interior and deck details. In the summer of 1993 Erling Storm from Norway bought her and sailed here to Oslo .At the Risør Wooden Boat festival on the 7th of August that same year, Arja Sayjonmaa gave the boat the name Eileen II.

Основная информация

Тип судна: Крейсерская яхта

Модельный год: 1934

Год постройки: 1934

Год обновления: 2005

Страна: Norway

Кубрик: Да

Размеры

Длина общая: 92' 0" (28.04m)

Ширина: 16' 0" (4.88m)

Макс. осадка: 11' 0" (3.35m)

Скорость, вместимость и масса

Крейс. скорость: 9 Kts. (10 MPH)

Макс. скорость: 10 Kts. (12 MPH)

Водоизмещение: 180 Pounds

Размещение

Всего кают: 4

Всего коек: 7

Спальные места: 7

Каюты экипажа: 2

Койки экипажа: 2

Спальных мест экипажа: 4

Корпус и палуба

Материал корпуса: Teak

Материал палубы: Teak

Цвет корпуса: White

Дизайнер корпуса: Alfred Mylne

Информация о двигателе

Двигатели: 1

Производитель: Caterpillar

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Accommodations

General

All cabins fitted with electrical brass lamps; switches

4 x Gold plated lamps in saloon – 1995

Master Stateroom

Double Berth and en-suite facilities

Guest Staterooms

One Double, One twin and one single cabin, all with hand basin, sharing toilet and shower

Main Saloon

The main saloon improved in 1995 by a settee on the port side forward and starboard bulkhead was then remade. This work has been made in the same style and craftsmanship as the old and it will not be noted that this is a new addition.

A nice open fireplace has been fitted. This is a Jøtul cast iron retracted fireplace which has been gold plated. There is a lovely dining table on starboard

Electronics and Navigational Equipment

Compass	Cook
Automatic Pilot	Robertson AP 300x
Depth Sounder	1 x B&G, 2003
Radar	1 xRaymarine C120; 2005
Navigator	1 xRaystar 125
DGPS	1 xShipmate 1995 GPS

	1 xGPS; 2005
Weather Fax	1 xFuruno 108 1986/1996 (cannot be used in Norway)
Log	1 x B&G; 2003
Wind Instruments	1 x B&G and 2 x Central Repeaters
Navigation Lights	yes installed 2001

Engine /Mechanical Equipment

Engines	1 x 284 HP Caterpillar 3306T, new 1995 & fitted to Twin disc gear
Gearbox	2.48:1 reconditioned in 2007 with flexible coupling between shaft and gear
Oil Spill Pump	Under the engine to pump into 20 l can
Engine Room	Ventilated by electrical fan & skylight
Exhaust	1 x Stainless Steel System and rubber hose Rubber flaps outside the outlets, avoids flooding
Propellers	1 x 5 Blade, 32" diameter bronze
Propeller Shaft	70 mm stainlesssteel; drawn spring 2005 (next in 2010)
Generators & Electricity	1 xOnan 12 kW - 220 V 1995
Electricity	Approved by Storm Elektro/Br. Davidsen
Batteries	1 x Generator Start – 12 V (2006) 1x Gel Service battery - 24V – 600ahrs (2003) VHF battery, Gel 12 volts - 90 ahrs 2004 Shore charger for main batteries, Mastervolt 24V - 50 amps 2009 Good
Shore Charger	Ladac Dual charger for Generator batteries and

	VHF batteries: 12 v -10 amps
	Optima 800 starter batteries 24 V
Charger	12 v -10 amps Ladac Dual charger for
	Generator batteries and VHF batteries
Generator Start:	12 volts
Engine Alternator 1	24 v - 60 amps
Engine Alternator 2	24 v - 35 amps 1995 Mastervolt
Fusebox / Fuses	12/220
Heating	2 x Hot air blowers to distribute hot air throughout yacht
Water Heater	1 x Webasto, diesel central heater (water) 11,6 Kw located in engine room It heats the warm water when engine is not running or shore powered.
Central Heater Fans	2 x Ardic central heater fans 2 x 10 Kw 2006
Fire Place	Jøtul Cast Iron Fireplace, gold plated 1994
Sewage System	1 x 200 litre tank w/ automatic emptying system with dual pumps
Hot Water System	1 x Tank; 220 v 80 litres 1.8 kW
Toilet System	2 x Toilets Orvea 79 manual Ocean aft w/ discharges direct overboard 2002 In case of flooding the water goes into shower basin which empties into the waste water tank and thus pumped out 1 x Electric toilet Orvea 79 Ocean fwd w/ discharges direct overboard or in sewage

tank of 200 litres

Fuel Centrifuge/Separator	1 x Dual Diesel Filter System which allows filter change whilst engine is running
Fuel Level Monitoring	Through transparent “glass” tube
Other:	1 x Jøtul Cast Iron Fireplace, gold plated S 80 1994

Galley

Galley /Pantry

- **Gas cooker and oven**
- **Refrigerator**
- **Freezer**

Gasinstallation

1 x Cooker Le Chef, 4 burners 2008, is of approved maritime type w/automatic shut off if gas flame goes out/ Gas bottles are located in a teak box on deck / Gas installation is certificated by approved company /Gas hoses are being replaced this year and will be every 3 years

1 x Leak tester is mounted in the box on deck

1 x Fan for ventilation of the gas bilges is mounted under cabin sole in galley

1 x Gas alarm will be fitted in 2009

1 x Cooler for fridge and freezer 24V 1986

1 x Fridge UPO 24V 2006

Safety And Fire Protection

Safety

1 x Liferaft no 1 Offshore Viking 16 p 2005 Good

1 x Liferaft no 2, inshore open Viking 35 p 2000 Good

1 x Liferaft no 3, inshore open Dufor 35 p 2009 Good

40 x Life jackets 1994/2005 Good

4 x Lifebuoys 2000 Good

Flares, as required by the Norwegian Ship Control

Fire Fighting Equipment

1 x Autronica BX-7 alarm central, smoke, heat and bilge water sensors, 1994

1 x Inergen fire extinguish system for the engine room 2006

10 x Pcs Fire extinguishers Powder 1996/2003

Having passenger certificate flares are as required by the Norwegian Ship Control – are in Good conditions and checked yearly

Sails and Rigging

Mast Height	27m
Sail Total Area	280 sq.m
Sails- Full Set	Carat - Creme Terylene, 1996 in fair condition
Topsail	Topsail from 2004 in good condition
Spars	Laminated spruce, revarnished 2008
Spar Fittings	Steel and re-galvanised 1994-96
Rig	Gaff ketch
Standing Rigging	Stainless steel all new in 2008
Blocks	Wood w/ galvanized fittings
Running Rigging	Mainly polyester, constantly being renewed

Balloon Pole**Spruce****Sheet / Halyard Winches**

1 x Pcs Lewmar selftailing, bronze finish st 65 1986/2000

2 x Pcs Lewmar selftailing, bronze finish st 55 1986/2000

4 x Pcs Lewmar selftailing, bronze finish st 48 1994/2000

2 x Pcs Lewmar selftailing, bronze finish st 46 1986/2000

2 x Pcs Lewmar selftailing, bronze finish st 44 1986/2000

2 x Pcs Lewmar selftailing, bronze finish st 43 1986/2000

2 x Pcs Lewmar selftailing, bronze finish st 36 1986/2000

Comments

Hull

"Eileen II" is a 92' gaff ketch with counter stern and spoon bow with a short bowsprit.

She is built as a yacht with teak hull planking and teak deck on steel frames and beams.

Survey History

Last survey of "Eileen II" was on the 8th October 2008 at Oslo Port at Sjursøya, finishing 27th February 2009.

Previously surveys:

- **September 25th 2006 hauled out at Oslo Port Authority, Sjursøya.**
- **The rig was taken down.**
- **October 20th 2000 afloat at Holmen Yachtverft, Oslo**
- **May 1996 hauled out at Kavringen, Oslo**
- **March 1996 laid up in the water at Holmen Yachtverft, Oslo**

- **September 26th 1995 on a short sail in the inner Oslofjord**
- **The boat has had winter cover in the winter season, Nov-April.**

Hull - frames and planking

The hull is composite built with steel frames and Teak planking. The 2¼" teak planking is fastened to the frames with bronze bolts. The planks are butted on steel straps. Planks are fastened in the rabbet with bronze screws.

Valuation

"Eileen II" has been very well kept since purchase and has undergone a fair amount of renewals and repairs and thus brought to a higher standard than when bought. "Eileen II" is in very good condition, both hull and technical, and should keep or increase her value if well maintained.

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

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Время работы

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

Воскресенье: Закрыто

Адрес



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