



MARTELLA — BALTIC



Судостроитель: BALTIC

Год постройки: 1988

Модель: Racing Sailboat

Цена: \$199,950 USD Продано

Местонахождение: Trinidad and Tobago

Длина общая: 79' 0" (24.08m)

Ширина: 19' 0" (5.79m)

Мин. осадка: 13' 0" (3.96m)

Макс. осадка: 13' 0" (3.96m)

Купить **MARTELLA — BALTIC** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Atlantic Yacht and Ship 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 **MARTELLA — BALTIC** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **8 800 234-4456** (бесплатно по РФ).

ОГЛАВЛЕНИЕ

ОГЛАВЛЕНИЕ	2
ХАРАКТЕРИСТИКИ	4
Обзор	4
Основная информация	4
Размеры	4
Скорость, вместимость и масса	4
Размещение	4
Корпус и палуба	5
Информация о двигателе	5
ПОДРОБНОЕ ОПИСАНИЕ	6
Construction	6
Mechanical Equipment	6
Electrical System	6
Tankage	6
Spars and Rigging	6
Winches	6
Sails	7
Deck Equipment	9
Accommodation	9
Domestic Equipment	9
Electronics	10
Refits	10
Comments	12
ФОТОГРАФИИ	14
КОНТАКТЫ	18
Контактная информация	18
Телефоны	18

Время работы	18
Адрес	18

ХАРАКТЕРИСТИКИ

Обзор

Very successful corporate and race charter maxi. Holds two speed records. Maintained to a high standard.

Основная информация

Год постройки: 1988

Тип судна: Racing Sailboat

Модельный год: 1988

Год постройки: 1988

Страна: Trinidad and Tobago

Открытая палуба мостика: Нет

Кубрик: Нет

Вертолетная площадка: Нет

Размеры

Длина общая: 79' 0" (24.08m)

Ширина: 19' 0" (5.79m)

Мин. осадка: 13' 0" (3.96m)

Макс. осадка: 13' 0" (3.96m)

Скорость, вместимость и масса

Вместимость воды: 237.7548468 Gallons Объем топливного бака: 211.3376416 Gallons

Размещение

Всего кают: 1

Всего коек: 20

Спальные места: 20

Всего ком. состава: 1

Каюта капитана: Нет

Корпус и палуба

Материал корпуса: Carbon Fiber

Отделка корпуса: Stainless Steel

Дизайнер корпуса: German Frers

Информация о двигателе

Двигатели: 1

Производитель: Yanmar

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Construction

The skin is of unidirectional carbon (70%) and Kevlar (20%) skins with a combination of Nomex honeycomb, divynycell and balsa core to SP laminate specifications. The keel to hull strength construction is of steel and unidirectional glass laminate and over engineered to take possible whale collisions.

Mechanical Equipment

Yanmar 125 cylinder diesel 2001-11-20Westerbeke "Super silent" generator 8kw, removable (1999), 2 refrigeration systems, engine driven and genset driven (1999) Sea fresh 600gp Watermaker, removable 3 bladed folding Gori propeller, 2001 Shower sump pump, 3 manual bilge pumps, 1 fixed electric bilge pump, 2 multifunction roving pumps

Electrical System

500 Ah 24v domestic Batteries, (2001) Start Batteries 2, (2001) Mastervolt smart charger, Inverter and battery management (2000) 4 220v outlets

Tankage

Fuel capacity: 176 gallons (800 litres) in stainless tanks Water capacity: 198 gallons (900 litres) in stainless tanks

Spars and Rigging

Alloy mast and boom. Discontinuous rod rigging. Navtec titanium terminals, 2 spinnaker poles in carbon fibre by Navtec. Tuff luff. Rig removed and thoroughly serviced 2003

Winches

Lewmar winches consisting of 4 pedestal, 9 clutches 2 x 1100 winches 3 x 900 winches 2 x 700 winches 2 x 650 winches 2 x 550 winches 2 x Snubbing winches

Sails

Main	Tape Drive	UK	2003 (late)
Offshore/Inshore main	D4 Doyle		2001
Inshore racing main	Kevlar Doyle		1999
Offshore racing main	Vectran	Doyle	1999
Inshore racing main	3DL	North	1995
Delivery main	Dacron	Doyle	1993
Light no.1	Technora	Doyle	1993
Light med 1	Kevlar	Doyle	2000
Med Heavy 1	Kevlar	Doyle	1999
Heavy no.1	Kevlar	North	1989
No.2	Kevlar	Doyle	2000
No.2	3DL	North	1995
No.3	D4	Doyle	2001
No.3	Kevlar	North	1996
No.4	PBO	Doyle	2001

No.4	Kevlar	North	1989
No.5	Kevlar	Doyle	2001
Jib T op 3	Kevlar	Doyle	1999
0.5 Sym Spinnaker	Poly	North	1993
0.5 Asy Spinnaker	Nylon	North	1993
VMG Sym Spinnaker	Nylon	Doyle	2001
30/20 Sym Spinnaker	Nylon	Quantum	1999
0.75 Sym Spinnaker	Nylon	North	1999
0.75 Sym Spinnaker	Nylon	Quantum	1999
0.75 Sym Spinnaker	Nylon	Doyle	2001
0.75 Sym Spinnaker	Nylon	Doyle	2000
1 .5 AP Spinnaker	Nylon	Doyle	1999
1 .5 Radial Spinnaker	Nylon	Quantum	1999
1 .5 Broad Asy Spinnaker	Nylon	Quantum	1999
1.5 Asy Spinnaker	Nylon	UK	2003 (late)
1 .5 Tight Asy Spinnaker	Nylon	Doyle	2000

2.2 AP Spinnaker	Nylon	Halsey	1989
2.2 Radial Spinnaker	Nylon	North	1989
2.2 Asy. Spinnaker	Nylon	Doyle	1993

This provides an excellent set of racing sails, developed over three years of competition and a comprehensive set of delivery sails ensuring that sail expenditure for any future owner will be at a minimum. Full set of polars, targets, navigational and tactical programmes for the yacht also included.

Deck Equipment

Twin wheels with new carbon fibre pedestals (2000), Harken deck hardware including 2 new mainsheet blocks (2000), new spinnaker sheet blocks 2001 , spinlock jammers fixed and mobile 2001 , all built to the highest standard with many custom Titanium blocks. In addition new mainsheet blocks, runner blocks and spinnaker sheet blocks by Frederickson. There are 2 10-man liferafts and 1 8-man liferaft, both serviced in 2003. There are 30 lifejackets and harnesses, all serviced and up to date. There are 2 jonbouy MOB units (2001)

Accommodation

As for Whitbread or Maxi, 18-20 bunks with swabs. Also Ken Frievoikh saloon and galley area. Plenty of storage, with navigation centre aft

Domestic Equipment

Force 103 burner gimballed cooker. 24v reading lights. Fridge Freezer (engine driven and 220v). Pressurised Jabsco Water system with accumulator tank (2000)

Electronics

GPS Mini M telephone, fax and email
 Radar Weather fax (new antenna 2000)
 150w SSB, Nov 2001 Satcom
 CHercules 690 System with 6 20/20 (1 spare),
 7 Multi purpose displays, sonic speed impeller switch, temp, air pressure and full GPS interface, spare processors
 6 stack CD player with Bose speakers (1999)

Furuno Nera JRC JMA Furuno lcom Inmarsat B&G Alpine

Refits

Refit 2000

During February, March and April 2000 Bols Sport was refitted by her 6 man professional crew and various teams of subcontractors.

Every single item of deck gear was removed, serviced and replaced. All items, such as pedestals, hatches, hatch covers, footrests etc that could be replaced in composite materials were replaced.

The floorboards were replaced with composite floorboards, saving weight and improving safety with their non skid surface.

The entire external structure of the vessel was sanded, primed and painted in Awlgrip.

The livery of the vessel was changed and effectively produced the beautiful example of the marque we have today.

The plumbing was replaced and improved.

The safety equipment was serviced.

The mast and rigging was removed and serviced by the highly experienced team from FKG rigging in St. Maarten.

In total, not counting the labour of the crew or sail costs, 175,000USD\$ was spent on bringing

Bols Sport up to the standards she is today and moreover ensuring that that standard is able to be maintained cost effectively over the years to come.

Refit 2001

The principle details of this refit are addressed above. The installation of the new engine and drive unit, the interior repaint, the additional bulkheads, the deck repaint and as normal complete servicing and replacement as necessary of all equipment.

Refit 2002/3

New Tuff Luff

Navigation area laminated with 600 gram carbon cloth for cosmetic reasons.

Complete overhaul of the water maker.

Re-spray of wheels, spinnaker poles, grinder pedestals.

Complete new running rigging.

New aramid running backstay and new standing rigging.

New mainsail and spinnaker.

New antifoul.

Rig removed, inspected and serviced.

New TTF display and on-board computer for nav. System.

In addition, the boat comes with a 20ft container, fully shippable. Lastly custom shipping cradle for the yacht, currently in Auckland.

Comments

Originally built by Baltic Yachts, Finland as Martela O.F. She was a top quality "state of the art" yacht though not as extreme in design as some of her fellow entrants in the 1989 Whitbread Round the World Race.

She was completely refitted following the race and campaigned as Runn.

In 1993 she participated in the 1993/4 Whitbread Round the World Race as Uruguay Natural.

On completion of the race she was laid up and bought in November 1995. She underwent a comprehensive refit, including rewiring, repainting and re-plumbing. In addition a lightweight saloon/galley area designed by Ken Freivokh was installed and the interior was repainted.

Between 1995 and 1998 she was campaigned as Maxima, in the process breaking the Round the Isle of Wight Race record, line honours in the first four legs of the Hong Kong Challenge, line honours in St. Maarten and St. Thomas Regattas, 2nd overall Round the Isle of Wight Race.

As Bols Sport she competed in the St. Maarten, BVI and Antigua regattas as well as the Sardinia Maxi Worlds.

She was then thoroughly refitted and in the process lightened by more than a ton. Following this refit she went on to set a new Atlantic record between the Canaries and Brazil and an extremely commendable 3rd from 300 in the Round Gotland Race 2000, beating many newer and potentially more fancied yachts.

In the winter of 2000 and spring of 2001 she was further refitted. The interior was stripped and repainted, including floorboards. The deck was repainted and all equipment serviced.

In addition the engine and drive unit was replaced. A Yanmar 115 hp and sillette drive unit with Gori propeller were installed. This increased the motoring capacity of the boat by 20% and saved 450kg in the process, and reduced drag.

Furthermore 3 additional ring frames, weighing only 45 kg were added to the bow area; designed by Hugh Welbourn and in anticipation of the Hobart Race this has made a strong, stiff boat even stronger.

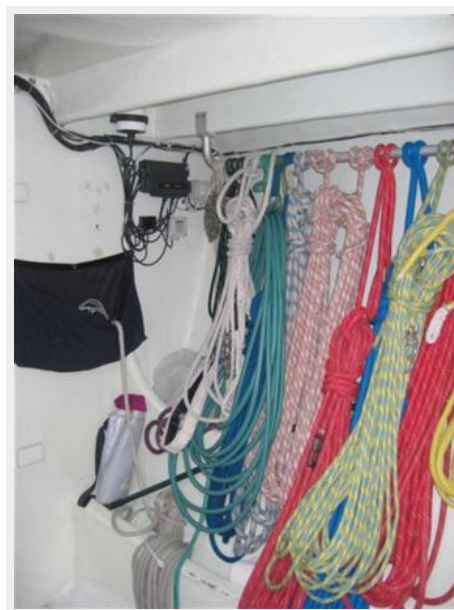
Proof of her new speed was 2nd overall IRC in 2001 Sydney Hobart Race.

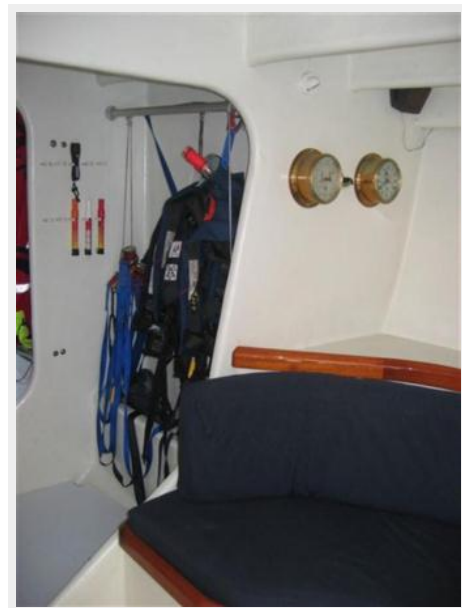
In addition the rudder was replaced by a Welbourn designed rudder built by McConaghy's in Australia. This has considerably improved the performance of the boat. In the Gotland Race 2001 Bols Sport finished the race over 4 hrs ahead of maxi ex-Rothmans and beat Nicorette for the second year in a row on handicap. Only Morning Glory ex-Shockwave beating her in the over 60ft category

The current owner purchased MARTELLA in 2006, along with her contemporary ATHINA, the former NCB IRELAND, to provide a match racing experience for a hotel chain.

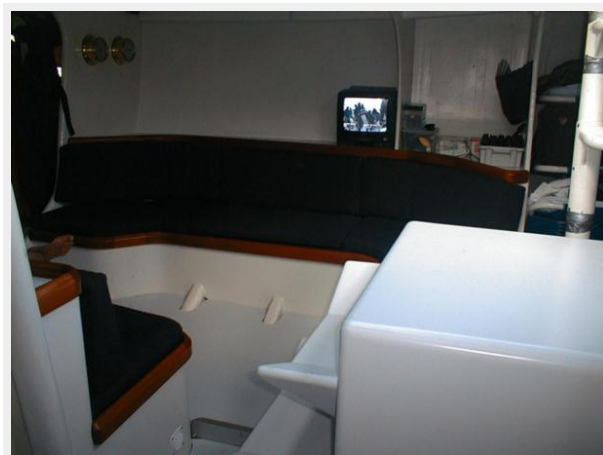
The yachts had a mini refit along with some new sails and are now both for sale, having been professionally laid up ashore in Trinidad.

ФОТОГРАФИИ









КОНТАКТЫ

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

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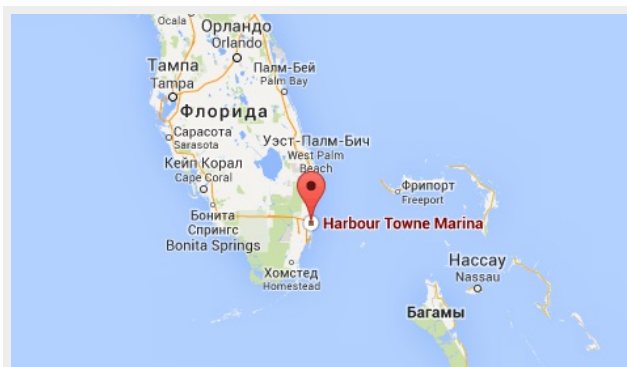
США, Майами, Флорида: **+1 954 274-4435**

Время работы

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

Воскресенье: **Закрито**

Адрес



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