



## NOONMARK VI (NAME TO BE RETAINED) — NAUTOR'S SWAN



**Судостроитель:** [NAUTOR'S SWAN](#)

**Год постройки:** 1998

**Модель:** Cruising/Racing Sailboat

**Цена:** 525 000 € EUR Продано

**Местонахождение:** United Kingdom

**Длина общая:** 56' 5" (17.20m)

**Ширина:** 15' 6" (4.72m)

**Мин. осадка:** 9' 8" (2.95m)

Купить **NOONMARK VI (name to be retained)** — **NAUTOR'S SWAN** 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 **NOONMARK VI (name to be retained)** — **NAUTOR'S SWAN** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **8 800 234-4456** (бесплатно по РФ).

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# ХАРАКТЕРИСТИКИ

## Обзор

**Immaculate blue cruiser/racer which is set up to do both with ease. Good race record, skipper maintained from day one. In 2013** the yacht continued her winning ways, sailing at the Giraglia (7<sup>th</sup> in class out of 145); and in the Copa del Rey (7<sup>th</sup> out of 35 in very light airs).

**August 2013** the yacht had her keel modified to designs by Hugh Welbourn. The keel was removed and new bulb fabricated. The draft is now reduced by approx 40 cm (from 3,4 to 3,0m). This will be better for cruising and also give an improved rating and yet should still improve performance. The work was done at Monaco Marine, Cogolin (see picture)  
**NOONMARK** has now completed the Transatlantic Race to the UK.

## Основная информация

**Тип судна:** Cruising/Racing Sailboat

**Подкатегория:** Гоночная яхта

**Модельный год:** 1998

**Год постройки:** 1998

**Страна:** United Kingdom

## Размеры

**Длина общая:** 56' 5" (17.20m)

**Длина по ватерлинии:** 49' 6" (15.09m)

**Ширина:** 15' 6" (4.72m)

**Мин. осадка:** 9' 8" (2.95m)

## Скорость, вместимость и масса

**Водоизмещение:** 19500 Pounds

**Вместимость воды:** 130.76516574  
Gallons

**Объем топливного бака:** 155.86151068  
Gallons

## Размещение

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**Всего кают:** 4

**Всего коек:** 11

**Спальные места:** 11

**Всего ком. состава:** 1

**Койки экипажа:** 1

**Спальных мест экипажа:** 1

**Комм. состав экипажа:** 1

## Корпус и палуба

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**Материал корпуса:** Fiberglass

**Дизайнер корпуса:** German Frers

## Информация о двигателе

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**Двигатели:** 1

**Производитель:** Yanmar

**Модель:** 4JH2-UTBE

**Тип двигателя:** Inboard

**Тип топлива:** Diesel

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# ПОДРОБНОЕ ОПИСАНИЕ

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## Hull, Deck and Keel

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Hull of single skin construction using glass/ aramid hybrid fibre reinforced polyester laminate. Full protective epoxy coating below waterline. Hull colour dark blue gelcoat with white boot top and cove line stripes. Two dark blue coaming stripes. Full teak laid decks - teak on side deck, bridge deck, centre line recess, coachroof and on cockpit soles and seats. Teak toerail including closed roller fairleads forward, midships and aft. Watertight bulkheads x 4. Stainless steel destroyer type steering wheel with elkhide cover. Cable steering with chain drive, replaced in 2006. Emergency tiller steering. "Regatta" keel is a lead casting alloyed with antimony. Cast in keel bolts are of high tensile stainless steel. Rudder is foam-filled GRP with tapered tubular stock of E-glass composite, supported by 2 JP3 selfaligning roller bearings. New bottom rudder bearing 2007 New Nautor rudder blade/stock 2003 Weed cutter forward of the rudder blade. Through hull fitting for endoscope.

## Mechanical Equipment

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Yanmar 4JH2-UTBE turbocharged and intercooled marine diesel, output 71kw / 96hp @ 3,600 rpm with reverse reduction gear 3.3:1. The cockpit contains the engine on/off controls, single lever throttle and gearshift; control lights for starting, coolant temperature with alarm, oil pressure with alarm, tachometer with hour meter. Wet exhaust system discharge through hull near transom with shut off seacock. Cruising speed: 8.5 knots. Fuel consumption: 6.8 litres (1.5 gallons) per hour. Three bladed 23" Maxprop folding propeller for passage and cruising. Two bladed Maxprop folding propeller for racing. Fuel tank capacity 590 litres (130 gallons) in 3 stainless steel tanks. Tanks vented to deck edge. Additional custom built 120 litre diesel tank, for passage, making that fits in centre cockpit. Separ KWA-50 fuel/water separator with water alarm. Engine driven service alternator 95 amp. Engine driven engine alternator 80 amp. Sound insulated and fire proofed walk-in engine room, housing main engine, generator, engine-driven refrigerator compressor, watermaker and other machinery components. The engine room has an air inlet with water trap, outlet with blower - all with remote control for fire prevention. Automatic engine fire extinguisher system. Generator, Westerbeke 6Kw diesel - full overhaul in 2009

## Electrical System

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New gel service batteries 480 Ah in June 2010 24v traction type for general service. Engine starting battery giving 135 Ah, 12v. Generator starting battery giving 90 Ah, 12v. 24 volt electrical ship's supply. Mains AC ring with 230v outlets throughout yacht. Comprehensive circuit breaker and switches for all 240v/24v electrical systems. Mastervolt 70 amp battery charger with automatic regulation, capable of being run off either generator or shore supply. 230v 50A shorepower inlet with land connecting cable. New Victron 24/800 VA Inverter for microwave and

general use Victron Alloy 24/600 VA inverter for navigation computer. Navigation lights, plus complete spare Nav light system. Air conditioning, new units installed in aft and forward cabin 2006

## Plumbing

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Water tank capacity 495 litres (109 gallons) in 4 stainless steel tanks plus watermaker producing 2,200 litres (484 gallons) per day. Hot water calorifier 60 litres (13 gallons) capacity. Water heater with engine cooling water or 230v heating element. Stainless steel holding tank with pump-out facility to aft head. Manual Whale Titan 1001/min in cockpit. Electrical and manual pump system below with ability to pump out all watertight compartments separately. Automatic bilge pump control system. Spare fully portable 24v bilge pump system. Hot and cold shower in aft cockpit. Sea water deck wash and fire hose. Watermaker, Seafresh SH206A, new R/O units installed July 2004. New high pressure and Prime pumps August 2006

## Accommodation

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11 berths in 4 cabins excluding the saloon. Interior joinery in teak. Cabin sole made up of teak veneer floorboards. All the floorboards can be locked down in position when on passage. In addition, there are two complete sets of 4mm and 2mm thick clear PVC protective floor coverings. Bunk cushions are covered cornflower blue material. Saloon cushions and seat backs all covered in Dove Blue Alcantara. All bunk mattresses and cushions have separate custom made protective navy blue acrylic covers for racing and during maintenance periods. New covers July 2011 Complete sets of bed linen, duvets and pillows. Navy blue acrylic race covers for protecting companionway, saloon, saloon table, forward cabin and forepeak - all custom built. Fawn acrylic saloon table cover. Saloon curtains are plain ivory. Scatter cushions in matching materials. Hot and cold 'Oras' mixer taps in galley and both heads. Separate shower mixers in aft and forward heads. Overhead lighting throughout; bulkhead mounted bunk reading lights; strip light in saloon. Electric hot air heaters in aft cabin, forward cabin and saloon. **Crew area** in fo'c'sle with two aluminium frame fold-down pipe-cots and sail stowage. **Guest cabin** forward starboard side with two single berths, one above the other, with removable centreline door to separate from forward cabin. **Guest cabin** forward port side with two single berths, one above the other. **Head** forward of the starboard guest cabin with Vacu-Flush toilet, shower compartment and teak floor grating. **Galley** area to port with twin sinks, Taylor 041 2-burner gas cooker with oven and grill, gimballed and provided with fiddles, contained in an insulated sheaved fireproof space. Iceberg refrigeration unit with separate front-loading fridge and top loading freezer, thermostat control enables freezer to be used as a fridge. Refrigeration is a dual system and can be run by either the 24v engine driven compressor or the 230v generator/shore power operated unit. Full hot water system. Corian surfaces throughout. Gas alarm and smoke detector. **Saloon** has a fixed table, positioned slightly to starboard, with sofa seating around the forward end and starboard side, and under table storage. Comfortably seats 8 for dining. It also has two removable chairs and one removable stool that stow securely when at sea. The port side has a sofa / sea-berth

with lockers / TV / video on the outboard side. **Navigation area** is to starboard with full size waterproof hanging locker situated aft. **Master cabin** aft with double berth to starboard, with removable Pullman berth above and sliding section to enlarge mattress area. Single berth to starboard with removable Pullman berth above that also hinges down to create settee. Two large hanging lockers, one on either side of cabin. Large locker between berths. **En suite heads** with Vacu-Flush toilet, shower compartment and teak floor grating.

## Entertainment

New radio/CD player 2006 with 2 amplifiers. 4 speakers, 2 tweeters, 1 subwoofer in saloon. 6 x outside cockpit speakers. Control system for sound generation. **New multi channel flat screen TV and DVD player 2006**

## Electronics

Steering compass. Brookes & Gatehouse instrumentation: Hercules 2000 system inc. processor, performance processor, paddle wheel speed, sonic speed and echo sounder transducer. FFD display x 4. 20/20 digital display x 3. Remote button to change 20/20 x 2. Hydra gyro compass. Fluxgate compass for autopilot. Analogue displays: 360<sup>0</sup> wind direction and magnified wind direction. 1 metre Windspar anemometer. Clinometer. B&G Hercules AC92 autopilot with split hydraulic ram and hand held controller. New complete spare B&G AC92 Autopilot

Software upgrade on all B&G Processors 2011 Radio communication: ICOM 801 E SSB DSC Long Range Radio, new 2007 Furuno FM8500 24v VHF GMDSS radio. Thrane & Thrane TT 3022D SatCom 'C' with GPS. KVH Fleet 33 Sat Com System. Voice Data and Internet Iridium 9595 satellite telephone plus docking station and external aerial. ICOM M31 and M70 portable VHF radios. Navigation equipment: Furuno radar, with AIS - scanner fitted to transom mounted radar pole and unit interfaced with GPS system, incorporating Furuno Nav NET 2 Chart plotting system, new 2006 Leica MX400B differential GPS. Furuno GP50SN8852 differential GPS.

Computer system, upgraded 2003 and further upgrades 2006 1 x 2U rack mounted computer. Athlon 2200 x P processor 256MB DDR ram, 40GB hard drive. CDRW, FDD 4 part USB card. Internet via Bluetooth and satellite phone Software: MaxSea chart system, 2006 Deckman Race Vision. Seapro professional navigator and Live Charts. Weather wizard. Microsoft Windows Professional Microsoft Office. 2 x LCD TFT 17.1" High res. Colour screens Aerials: At masthead: VHF On transom mounted radar pole: SatCom Fleet 33 and radar. Pushpit mounted: DGPS, Standard 'C' and Iridium.

## Spars and Rigging

Masthead sloop rigged. Non standard Formula Spars mast (1999) - one piece polished aluminium extrusion with 3 sets of spreaders. Formula Spars polished aluminium boom. Sailman



500 mainsail track and sliders. Slab reefing mainsail system. Lazy jacks, new 2006. Reckmann RS 2000/40 forestay furling system, removable for racing. Navtec discontinuous rod rigging - all rod rigging and rigging screws renewed 2006, also dismantled and dye tested Nov 2007

Complete rigging service and replacement 2011, including mast out. Navtec 40 backstay with insulators for SSB. Separate rod forestay with Tuff Luff foil for racing. Aramid runners and checkstays. Racing PBO backstay. Aramid babystay. Wire inner forestay and tensioner for staysail. Spinnaker pole - 'Carbo Spars' aluminium painted, carbon fibre pole. Jockey pole - Nautor anodised aluminium pole. Frederiksen Series 300 spinnaker pole track and fully adjustable spinnaker pole car and jammers. Navtec hydraulic system: Control panel - 3 function, dual speed pump mounted on steering pedestal. Short throw backstay ram for use with cruising rod backstay. Long throw backstay ram for use with racing PBO backstay. Boom vang ram. Baby stay ram. 2 sets of running rigging: 1 set of cruising rigging in white spectra; 1 set of racing rigging fully colour coded in Vectran and Spectra. Much of the running rigging was renewed in **2006**. Bamar furling kit - able now to furl spinnakers or A sails if shorthanded Aluminium instrument bracket for 2 x 20/20 B&G repeaters.

## Sails

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Noonmark has more than 35 serviceable sails for cruising and racing, including the addition in 2012 of a new #3 and a new cruising main plus a head sail which have been added to the inventory - non of which have been used (as at December 2012)!

Please request a complete list.

## Deck Equipment

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Lewmar Ocean 2 electric anchor windlass with gypsy, on deck (easily removable with racing cover plate). Removable stainless steel anchor bow roller. Lewmar winches: 2 x #643 electric ST cruising genoa or runner/spinnaker sheet (spares) 2 x #77 3-speed cleat top primary winches connected to removable GRP Lewmar pedestal in centre cockpit 2 x #700 3-speed cleat top spinnaker sheet/runner 2 x #48 STA spinnaker halyard 2 x #58 STA genoa halyard 1 x #48 STA spinnaker top/staysail 1 x #54 STA mainsail halyard plus deck jammer 2 x #64 STA mainsheet 2 x #40 STA traveller Mainsheet: Frederiksen Series 300 mainsheet track; 2 x Frederiksen 125 Series Orbit foot blocks with wide sheave as mainsheet turning blocks. Frederiksen WOR-60 Series 300 traveller car and blocks, plus Frederiksen 125 Series Orbit block on boom. Genoa Sheet: Frederiksen Series 300 genoa track with 2 x Series 300 genoa cars with Torlon ball bearings and 2-part control line towing system. Frederiksen Series 300 genoa car with captive slide rod and plunger stop x 2. Spinnaker system: Frederiksen Series 100 spreader blocks with tabs x 2 for spinnaker sheets. Frederiksen Series 125 upstanding screw out Orbit blocks x 2 for spinnaker guys. Frederiksen Series 75 upstanding screw out Orbit block for spinnaker downhaul; block on centreline, aft of anchor hatch. Running backstay: Frederiksen Series 125 upstanding screw out Orbit blocks x 2. Frederiksen Series 100 flying Orbit blocks x 2. Deck pad

eyes. Frederiksen Series 125 upstanding Orbit blocks x 6 at mast base for halyards. Hatches and windows: Hinged anchor well hatch on foredeck. Sliding Nautor hatch 82cm x 60cm to fo'c'sle, lockable from inside with storm cover. Two hinged hatches Goiot 36cm x 19cm, one in forward starboard head and one in port passageway. Two hinged hatches Goiot 49cm x 36cm, one in each forward cabin. Hinged hatch Goiot 61cm x 61cm in main saloon. All Goiot hatches fitted with sliding sun and insect screens. Nonslip tape on all GRP surfaces and hatches. Aluminium framed fixed side windows. 6 x opening portholes Goiot 34cm x 18cm along coachroof side. In aft cabin, two opening port holes 34cm x 18cm to aft cockpit. Main companionway and aft entrance lockable sliding hatches of tinted acrylic with sliding acrylic hatch boards. In aft cockpit hinged teak hatch to lazarette. Other fittings: Stanchions, lifelines. Pulpit and pushpit. Gates in lifelines. Deck eyes on teak toerail and lacing from no. 3 stanchion forward. Sail rollers on either side of 3 forward stanchions. Nautor mooring cleats and chocs - one pair forward, one pair aft. Stanchion foot rollers for Reckmann furling line. Navy blue painted carbon fibre radar post with fully gimballed radar head, mounted through transom. Removable with quick release cable plugs and transom cover plate. Flush stainless steel grills for cockpit speakers recessed in the cockpit seat backrest and cockpit sides. Deck lockers both sides of aft cockpit. Two large cockpit seat lockers. Two hinged cave lockers in aft cockpit backrest area. Two lockers under aft seat used as gas locker and additional storage. Removable angled teak footrests in aft cockpit for helm and crew. Removable teak chocs on side deck for genoa trimmer. Deck lights.

## Accessories

Deck: New passerelle July 2004. Combined forepeak / bathing / side boarding ladder (stored on aft bulkhead in forepeak, with deck fittings at lifeline gate). Removable folding cockpit table with pedestals in aft cockpit. Stainless steel mug holders on steering pedestal. Hot and cold shower in aft cockpit. Sea water deck wash and fire hose. Canvas: Bimini top for aft cockpit. Complete yacht sun awning in two parts: bow to mast and mast to transom. Spray hoods over both main and aft companionways. Large cover/spray dodger for main companionway. Blue transom cover. Dark blue vinyl cockpit cushions in sealed cell foam for all seats in both forward and aft cockpits. Boom cover with boat name, navy blue. Blue cover for pedestal and steering wheel. Canvas cover for cockpit table. Canvas fender skirts x 2. Toys: Avon Rover 311 inflatable dinghy. Mercury 10hp outboard motor with fuel tank. Mooring & anchoring: Boat hook. CQR 27kg (60lb) main anchor with 70m (230') x 10mm high tensile chain and 60m x 25mm multiplait warp. CQR 16kg (35lb) kedge anchor with 10m (33') x 10mm high tensile chain and 35m x 25mm multiplait warp. Fenders. Mooring lines.

## Safety and Fire Protection

Liferafts: 2 x Zodiac SAF CAT 1 eight man rafts, new 2007 EPIRB ACR Global Fix 406, 2007 4 x ACR ResQfix personal 406, new 2008 Jonbuoy MOB recovery rafts x 2 - serviced Lifejackets: 20x Secumar Dual Auto and Manual units, including crotch straps and tethers Lifebuoys. Danbuoy. Webbing jackstays. Mobilert MOB System RORC Offshore distress flares Sea drogue

Fire extinguishers throughout vessel. Bolt croppers, portable angle grinder, Aldis signal lamp - mains battery. .

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## Container

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*Noonmark VI* is supplied with a fully equipped 40' container certified for worldwide transportation. Fully racked. 230v lighting and power points. Work bench and hanging rails. Full inventory of all spares and equipment available on request.

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## Comments

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The yacht has an outstanding race pedigree and has achieved excellent results in regattas and offshore races around the world, including: - the BVI Spring Regatta, St Maarten Heineken Regatta, Spi Ouest, Swan Europeans, Ford Cork Week, the Swan American Regatta and the Newport - Bermuda Race and the Sydney-Hobart Race. She has competed in three Swan World Cups in Sardinia, finishing 3<sup>rd</sup>, 4<sup>th</sup> and 4<sup>th</sup> overall, making her one of the most successful racing Swans ever. In 2002, *Noonmark VI* won racing class at Antigua Race Week, together with the Swan Caribbean Challenge trophy. The yacht has IRC, IMS, CSA and NSR ratings. When cruising, the yacht is easily handled by a crew of two, making good use of the Reckmann furling headsail system, powered winches and easily reefed main. Three people sailed her back to UK in 2006.

Autumn 2006, **Noonmark** underwent some important upgrades, including: new rod standing rigging, new sails, new radar, new air conditioning system installed (she had not had any air co previously), full service of safety gear, new Fleet 33 system, and other improvements.

In winter 2006 she did the ARC starting from Gran Canaria in late November crossing to St Lucia, finishing second in RORC Racing Division and winning the Swan Transatlantic Trophy. After a season in the Caribbean she went through the Panama canal and crossed the Pacific to Australia arriving November 2007. She sailed in the Sydney – Hobart race. In August 2008 she sailed in Hamilton island race week. Thereafter she was laid up ashore in Sydney. In late December 2008 she was shipped from Australia to Florida, USA. In March 2009 she was shipped to the UK.

In spring **2009 she had her topsides painted** and her rig checked over. She spent the summer in the UK racing and cruising (including the Swan European Regatta and the Fastnet Race). She then sailed to the Med to compete in St Tropez at Les Voiles October 2009. In 2010 she returned to Antigua in the Caribbean for the winter.

May / June 2010 she has relocated to Newport prior to the Bermuda Race in which she participated and won her class and division. She then returned to Newport.

November / December 2010 she has been sailed to the Caribbean for the winter season.

Built to DoT MCA charter specifications.

## Исключения

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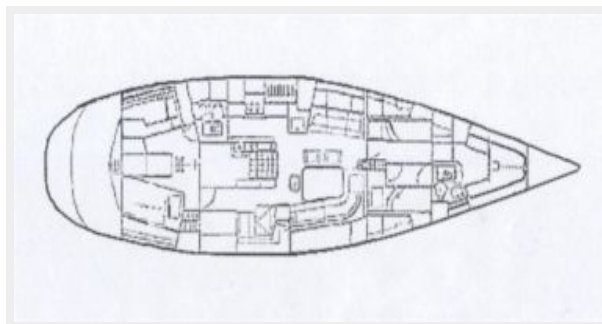
При продаже яхты исключаются личные вещи владельца, личное оборудование, включая список предметов личного пользования владельца яхты, но не ограничиваясь гидроциклами, катерами, сибоб, снаряжением для рыбалки и дайвинга если таковые имеются на момент заключения сделки.

## Отказ от ответственности

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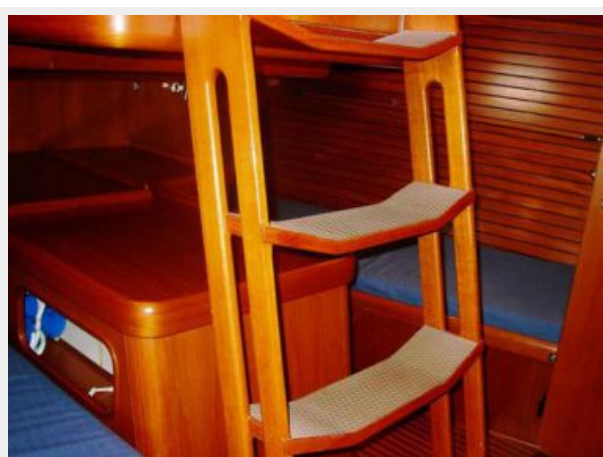
Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию.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

# ФОТОГРАФИИ





### New keel enhancement Aug 2013





# КОНТАКТЫ

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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.

## Контактная информация

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Email: [info@atlanticyachtandship.ru](mailto:info@atlanticyachtandship.ru)

Web: [www.atlanticyachtandship.ru](http://www.atlanticyachtandship.ru)

## Телефоны

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Бесплатный звонок по России: **8 800 234-4456**

Москва и Московская область: **+7 495 766-6268**

Краснодарский край: **+7 918 465-6644**

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

## Время работы

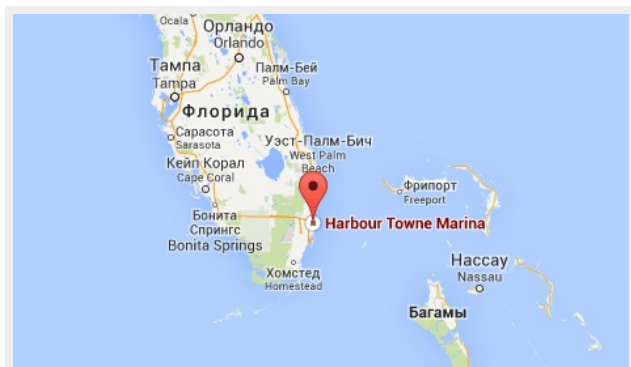
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Понедельник – Суббота: **9:00 - 21:00**  
EDT

Воскресенье: **Закрито**

## Адрес

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