

**YACHT** 







# Main Specification

Length: 25.6m (84' O") Builder: Benetti SpA, Italy Construction: Steel / GRP Classifcation: Registro Italiano Navale Main Engines: 2 x MAN 400hp Max. Speed: 12.5 knots Guests: 6 in 3 staterooms Beam: 5.80m (19' 0")

Year: 1973, last reft: 2022

Designer: Luca Catino

Flag: United Kingdom

Range (nm): 2400nm

Cruising Speed: 10.5 knots

Crew: 3

Asking price: EUR 4.300.000 Reduced Price: € 2.900.000 (VAT paid)

















































DIMENSIONS Length overall: 25.6m (84' O") Beam: 5.80m (19' O") Draught: 2.35m (7' 9") Displacement: 120 metric tons Gross tonnage: tba

CONSTRUCTION Hull/Superstructure: Steel / GRP Deck material: Teak External Designer: Luca Catino Internal Designer: Luca Catino Naval Architect: NavalHEAD studio

TANKAGE Fuel: 22000 litres Fresh water: 1700 litres Grey water: 1,000 l Black water: 1,000 l CLASSIFICATION & CERTIFICATIONS Classifcation Society: Registro Italiano Navale (RINA) MCA: Yes ISM: No ISPS: No

PERFORMANCE Maximum Speed: 12.5 knots Cruising Speed: 10.5 knots Range (nm): 2400nm

MACHINERY Engines: 2 x MAN Diesel Engine 400hpmodel D2866 Engine hours: 0 (24.06.2022) Generators: 2 x Kohler 25kW @ 50 Hz Generator hours: 0 (24.06.2022)

STABILISERS Stabilisers at anchor: Yes Stabilisers underway: Yes Stabilisers details: Electric CMC model STAB 30

#### **PROPULSION & STEERING**

The propulsion system will consist of two diesel engines with coupled two gearboxes in A-drive configuration, two axles and two propulsion propellers.

The whole system will be able to operate correctly at the maximum power and torque design of the main engines and will be able to transmit the necessary thrust to the advancement of the yacht.

# Propulsion: axis line

N°2, diesel engines, MAN Diesel Engine D2866, 294kW

N°2, stainless steel propeller axes, suitably sized in accordance with ISO CE regulations

N°2, propellers, suitably sized in accordance with ISO CE regulations Two (2) gearboxes, brand TWINDISC, will be overhauled by a specialist company before installation on board

## MECHANICAL

An active stabilization system, appropriately sized, will be installed for operation at sea and at anchor, with: 2x Fins with high hydrodynamic efficiency, electro actuated, brand Waveless by CMC model STAB 30 or similar.

# AUXILIARY SYSTEMS

Each system will have the sufficient number of valves and sockets to ensure proper operation and maintenance of the system.

The embarkations of the fuel and fresh water systems and the deck aspirations of the black and gray water will be with ISO standard type attachment

Vents and safety valves will be installed where necessary for the protection from overflow or overpressure of the systems.

#### PUMPS

All pumps, unless otherwise specified, will have a bronze body and steel axle, with the exception of secondary bilge pumps such as 'RULE'. Where necessary, the pumps will be mounted on anti-vibration systems.

## PLANTS – GENERAL

The pipes of the systems will be equipped in the minimum number of curves and elbows, compatibly with the needs of installation on board. The pipes will be installed so that they can operate without damage during the movement of the boat.

Hull penetrations will be of a type that complies with the requirements of the applicable regulations.

## HEATING SYSTEM

The heating system will be an integral part of the on-board air conditioning system.

VENTILATION SYSTEM The ventilation system will be designed to ensure that the maximum average temperature in the engine room does not exceed 45°C. Two inlet and two extraction fans will be installed in the positions that guarantee proper ventilation of the engine room. The air fow rate introduced into the engine room through the fans will be such

#### WASHING

The main fire collector will also serve the chain well for washing chains. There will also be fire hydrants installed in the engine room and in the outdoor areas of the Main Deck and Upper Deck.

# DRAINS

A sufficient number of hummingbirds for water drainage of external bridges will be ensured, in accordance with regulatory requirements. Water drainage shall occur only by gravity and through drains above the DWL in the operating condition of the yacht.

# **BLACK & GREY WATER PLANT**

The black and grey water plant will consist of two crates with a capacity of 1,000l, a position to be defined in accordance with the General Plans. The type of system will comply with regulatory requirements. The toilets, brand TECMA or similar, number and model to be defined will be powered by fresh water.

The system will not be able to unload the contents of the cash register outboard automatically. An attachment will be provided for the suction on deck of the case of the ISO standard type. All non-return valves, where necessary, will be installed to prevent the return of flows. The pipes will be made of polyethylene or PVC. Appropriate filters will be installed on drains and drains in order to filter any solid objects. Activated carbon filters will be installed, where necessary, to prevent bad odors.

# BILGE SYSTEM

The bilge plant will comply with regulatory requirements. The main bilge line will cross the watertight bulkheads and will be fed by the main pump, located in the engine room, and will allow the suction of all compartments. Each secondary line will reach the deepest bilge area, the line will be protected by a grid and an electro-actuated valve. The pump of the fire extinguishing system will be installed in parallel with the bilge pump and will be the backup pump of the bilge system.

The system will be equipped with appropriate alarms in case of overflow.

Two diesel filters will be installed between the daily crates and the transfer pumps. Two (2) pumps, one automatic and one electric, will ensure the transfer of fuel from the structural crates to the daily ones.

A centrifugal separator, alfalaval brand or similar, will be installed on board between the structural boxes and the daily crates. (Optional at the discretion of the Owner). Two dedicated filters, brand Racor or Separ, or similar, will be installed and dedicated exclusively to the main propulsion engines and two to diesel generators. All pipes must be approved for use and recognized in accordance with the law.

Four (4) embarkations will be installed, two for the structural coffers and two for the daily coffers, a position to be defined in accordance with the general plan.

## AIR CONDITIONING SYSTEM

The system will be sized in such a way as to guarantee the following ideal conditions of temperature and humidity in the summer conditions of the Mediterranean sea.

#### SUMMER (MEDITERRANEAN)

Outside temperature 33°C 70% humidity Indoor temperature 23°C Sea water temperature < 28°C

WINTER (MEDITERRANEAN) Outside temperature 0°C Internal temperature 20°C Sea water temperature > 8°C The air conditioning system, BRAND CONDARIA or similar, of closed circuit type, hot and cold air, will have an estimated power of about 100.00BTU, to be confirmed following the technical study to be developed together with the supplier of the system, which will also share all the detailed information of the system (type of pumps, number of fancoils, etc ...)

#### BOILERS

One (1) electric boiler of 100l capacity, Gianneschi brand or similar, will be installed in the engine room or in a forward technical room, in accordance with the General Plans.

#### SEA WATER SYSTEM

The sea water system will consist of two sea outlets with relative approved and easily inspectable filters. The seawater collector will feed the pumps of the main propulsion engines, generators, fire protection system, air conditioning system, black and gray water system and all other utilities that need it. Seawater discharges from engines and generators will occur through exhaust gas discharges; all others via common outboards. All outboard exhausts will have goosenecks and safety valves, if required by the requirements of the applicable standards.

Seawater system with sockets on the bow deck and stern deck with pipe. Two freshwater outlets on the main deck.

## FRESH WATER SYSTEM

The crates of the fresh water system will be structural, capacity 7,000l and positioned in accordance with the General Plans. All the necessary precautions will be provided to ensure an easy and correct inspection, maintenance and repair of the crates. Fresh water will be used for on-board hot and cold water services and sanitary ware.

The pressure system will be controlled by two (2) pumps. The pumps will take water from the structural crates and distribute it on board via freshwater pipe lines. The hot and cold water lines will be properly dissected to ensure the correct maintenance of the system without interruption of service. The hot line will be a closed circuit equipped with a circulation pump and boilers (see 517) in order to always guarantee the correct and immediate flow of hot water.

The system will consist of the following main elements:

- An autoclave with two (2) pumps, 24V DC + 220V AC, Gianneschi brand or similar, compliant with regulations

- an expansion vessel

- two recirculation pumps, in mutual backup, Gianneschi brand or similar

## WATERMAKER

IDROMAR, capacity of 200 l/h will be installed on board complete with filters and UV sterilizer.

#### FUEL SYSTEM

The fuel system will consist of the following elements:

a structural case with a capacity of 14,800l + two daily crates with a capacity of 1,600l each to be placed in the engine room. The crates will be equipped with appropriate inspections, embarkations, aspirations and vents. The daily crates will be placed in the engine room and made of steel with a

manual level indicator and an automatic one.

Centrifugal separator for fuel mod. Alfalaval (or similar).

# ANCHOR HANDLING

The anchor will be moved by a double electric winch, equipped with chain stop devices made in an area of the deck suitably reinforced at a structural level.

The yacht will be equipped with two anchors and their chains, appropriately sized as required by the regulations, in galvanized steel.

Two (2) windlass in the bow, moved by the windlass-anchor winches, will be used for mooring operations; similarly, two (2) electric windlasses will be installed in the aft area. Previous devices will be equipped with manual drives via footswitches.

## MOORING SYSTEMS

The yacht will be equipped with a minimum of four (4) bollards, in stainless steel or galvanized, suitably sized, to be positioned two at the stern and two at the bow and useful for mooring operations and in such a way as to meet the regulatory requirements.

# ONE TENDER & JET-SKI HANDLING SYSTEMS

One (1) crane will be installed on the flybridge so that a rubber dinghy and a jet-ski can be safely launched in the adjacent areas. Capacity and dimensions of the crane will be defined according to the size of the lifting loads. (Optional at the discretion of the Owner).

# ELECTRICAL

The electrical system will be all made from scratch and will be in compliance with the regulatory requirements of the applicable regulations.

All internal installations must be Splash Proof while the external ones must be totally waterproof.

The 22OV electrical panels must be separated and unequivocally distinguishable from the 24V electrical panels. A main panel, including circuit breakers and control lights, will be installed in the engine room and a control panel with circuit breakers, control lamps, voltage and amperage sensors in the wheelhouse. The yacht will have a 22OV dock socket, at the stern, complete with approved and compliant cable. A quay transformer will also be installed in the technical areas in the aft area.

The electrical system will be calibrated to work under the following boundary conditions.

- Maximum sea water temperature: 32°C

- Maximum temperature in the engine room: 45°C

Accessibility for maintenance and inspection will be appropriately guaranteed, where possible.

# ELECTRICAL CABLES

All electrical cables must comply with the applicable regulatory requirements and must be appropriately chosen based on the service characteristics and the areas in which they will be installed. Where electrical cables pass through watertight bulkheads, the degree of watertightness of the bulkhead must be guaranteed, through appropriate precautions.

The shipyard will take all appropriate measures in order to minimize the possible interference of the electrical system with the on-board navigation and communication systems.

# VOLTAGE

The system will have the following nominal voltages:

220V, alternating current, 50Hz, for main machinery and other applications 24V, direct current, taken from service batteries, for lighting, on-board electronics, control systems, alarms and other applications.

## GENERATORS

Two (2) diesel generators, brand KOHLER, power 25kW, frequency 50Hz, will be installed on board, the start will be guaranteed by dedicated 24V DC batteries.

# BATTERIES

The batteries will be divided as follows:

- one (1) battery park for on-board services
- two (2) batteries for starting motors
- two (2) batteries for starting generators
- two (2) emergency batteries

# CHARGERS AND INVERTERS

The chargers installed will be of the following type, Mastervolt or similar:

- one (1) charger 1 x 12 V 35Amp automatic charger
- one (1) automatic charger 1 x 24 V- 100 A

The battery system will still be normally recharged via the generators

## LIGHTING

The lighting system for indoor environments will preferably be of the LED type powered by 24V and halogen spots at 22OV. TL lamps will be provided in the engine room.

The lighting system for outdoor environments will be 24V LED on the aft deck, side bridges and fly-bridge.

The positioning and type of the entire lighting system must in any case be agreed between the shipyard and the owner and must be in accordance with the attached General Plans.

"Dimmable" LED lights system in the main deck and cockpit

# **COMMUNICATION & NAVIGATION EQUIPMENT**

Electronics and navigation equipment

- Raynav 300 GPS plotter
- Euronav SeaPri Plus electronic charting
- PanColour C-Map electronic charting
- Furuno FR1510 Mk 3 ARPA radar interfaced to GPS
- Icom M601 DSC VHF radio
- Icom M802 HF radio
- Sperry autopilot -Sperry gyrocompass
- Sperry magnetic compass
- Furuno FCK 661 echo-sounder
- Cetrek wind speed and direction anemometer
- Navtex Worldphone Inmarsta Mini M phone, fax and data
- Ericson GSM phone, fax and data

# NAVIGATION AND AUTOMATION ON BOARD NON-ELECTRIC NAVIGATION SYSTEMS One (1) liquid compass will be installed on the flybridge.

# NAVIGATION LIGHTS

The navigation lights will be installed and positioned in accordance with the international standard Prevention of Collision at Sea (COLREG 72). The lights will be of approved type, LED, brand LOPOLIGHT or similar

ELECTRONIC NAVIGATION SYSTEMS The following will be installed on board: One (1) Sperry & Richie gyro compass in the wheelhouse One (1) Furuno Navnet vx2 C-MAP echo sounder, year 2020 or similar One (1) Furuno Navnet vx2 C-MAP chartplotter with Navionics maps, year 2020 or similar One (1) GPS - Furuno, year 2020, interfaced with Furuno Navnet vx2 C-MAP or similar

Digital active control panel 15" Touch Screen and camera surveillance

#### ENTERTAINMENT

Anaudio/video system will be installed on board. It will consist of a number of speakers, TVs, networking and automation systems and must be in accordance with the attached General Plans.

Entertainment equipment

- satellite TV system with four independent outputs and DVD
- stereo throughout the boat
- LED TVs for Owner, Vip, and Guest cabins
- HI-FI / TV 40 waterproof for cockpit with electric opening system

DOMESTIC APPLIANCES, EQUIPMENT & LAUNDRY Appliances in the kitchen all MIELE

# ACCOMMODATION

# INTERIOR AND EXTERIOR ACCOMODATIONS

The interior and exterior designer will be Luca Catino. All materials and accessories and their supply will be defined in agreement between the customer and the shipyard Internal lay-out

MASTER CABIN 1 (2 GUESTS) + BATHROOM (1) Drawing, layout, rendering and materials, Annex 6.1-A Basic layout

GUEST CABINS 2 (4 GUESTS) + BATHROOMS (2) Drawing, layout, rendering and materials, Annex 6.1-B Basic layout

CREW CABIN 1 (3 SAILORS) + BATHROOM (1) Drawing, layout, rendering and materials, Annex 6.1-C Basic layout

LIVING ROOM 1 Drawing, layout, rendering and materials, Annex 6.1-D Basic layout

HALF BATH (1) Drawing, layout, rendering and materials, Annex 6.1-E Basic layout

KITCHEN 1 Drawing, layout, rendering and materials, Annex 6.1-F Basic layout

LAUNDRY 1 Drawing, layout, rendering and materials, Annex 6.1-G Basic layout

# WHEELHOUSE 1 Drawing, layout, rendering and materials, Annex 6.1-H Basic layout

External lay-out

Sundeck Drawing, layout, rendering and materials, Annex 6.2-A Basic layout

## STORAGES

The outdoor areas will be equipped, where possible, with spaces for the storage of various equipment. No significant outdoor space will be left inaccessible for that purpose.

## 999 EXCLUSIONS

Specifications are provided for general information only. We cannot guarantee the correctness of the information provided or be held responsible for any inaccuracy. All dimensions, capacities, speeds, etc. are approximate. All information provided is confidential. This technical specification is to be understood as part of the intellectual property of the construction site and cannot be duplicated, either in whole or in part, without the written consent of the same.

Headroom Staterooms: 220.00 cm Headroom Main Deck: 220.00 cm

# DECK

The structural sizing will be carried out for the condition of maximum load in accordance with the applicable regulations. Hull and deck will be adequately reinforced by longitudinal and transverse structures. The structural crosshatching will be verified in orderto meet the requirements for the sizing of the panels. Where local loads are planned, appropriate local supply facilities will be set up. The cubes of the anchors and the areas at risk of chain rubbing and more will be adequately protected by stainless steel panels. All hull holes will be of a type that complies with the requirements of the applicable regulations. A bow thruster is installed in the bow with size and power as needed. All openings will be appropriately radiated in the points at right angles in order to decrease the concentration of local tensions. Where an opening in the hull or on the deck results in a loss of structural strength, this will be compensated by appropriate structural measures.

#### DECK AND DECK FITTINGS

The fenders will be supplied by the owner

## NON-STRUCTURAL PARTITION BULKHEADS

The non-structural compartmentalization panels will be made of Okumé with soundproofing core in cork-rubber type Bellotti Laricross/Lariphon or similar. The finished cladding will be made using panels of material and type agreed on the basis of construction and interior design needs.

# TECHNICAL PAIOLI

The cauldron of the engine room will be made with 3mm thick aluminum almond panels of non-slip type mounted on modular frames so as not to deform and in order to guarantee a quick and easy dismantling to inspect the areas below.

## WALKWAYS AND LADDERS

One (1) automatic telescopic gangway, hydraulically operated, brand Opacmare or similar, model to be defined, will be reinstalled in order to allow quick access on board.

One (1) manual ladder of ascent on board, in case of emergency, will be installed (not fixed) at the stern, brand Opacmare or similar.

# EXTERNAL DOORS

An adequate number of doors, in accordance with the provisions of the General Plans, will be built on board. The doors will be equipped with an appropriate threshold as required by the applicable rules.

A hypothesis of supply of the doors could be the following:

- Lounge access door (weathertight)
- Engine room access door (watertight)

# MOORING SYSTEMS

The yacht will be equipped with a minimum of four (4) bollards, in stainless steel or galvanized, suitably sized, to be positioned two at the stern and two at the bow and useful for mooring operations and in such a way as to meet the regulatory requirements

## ANCHOR HANDLING

The anchor will be moved by a double electric winch, equipped with chain stop devices made in an area of the deck suitably reinforced at a structural level.

The yacht will be equipped with two anchors and their chains, appropriately sized as required by the regulations, in galvanized steel.

Two (2) windlass in the bow, moved by the windlass-anchor winches, will be used for mooring operations; similarly,

two (2) electric windlasses will be installed in the aft area. Previous devices will be equipped with manual drives via footswitches

# PAINT JOB

The hull and superstructure will undergo a complete painting cycle. The treatment and the final coloring of the painting will be defined with the Owner who will be provided with renderings and tests on material similar to the hull.

The live work will be completely sandblasted and a complete cycle of Primer and two coats of antifouling will be applied before launch.

# **TENDER & TOYS**

Sur Marine 290 Classic Tender on Fly Bridge

Note: Subject to change and/or negotiation during the buying process.

# SAFETY & SECURITY

# ALARM, SAFETY, AND WARNING SYSTEMS

Smoke and fire detectors will be installed on board in the cabins, in the kitchen, in the salon and in the engine room goosenecks and safety valves, if required by the requirements of the applicable standards.

Seawater system with sockets on the bow deck and stern deck with pipe. Two freshwater outlets on the main deck.

# FIRE PROTECTION SYSTEM

An fire extinguishing system will be provided in accordance with the applicable regulatory requirements. The main line will be powered by a Gianneschi brand pump or similar, minimum flow rate to be defined in accordance with regulatory requirements. The fire extinguishing system will be by-pass / back-up with the bilge plant.

# FIRE-FIGHTING FIXED SYSTEMS

A fixed fire-proof system (type FM200 or NOVEC or similar) will be installed on board in the engine room. This can be activated manually remotely. In case of automatic operation of the extinguishing agent, the system will be able to automatically turn of the motors, generators and ventilation system by closing the shutters. The system will be controllable through a panel in the wheelhouse. Portable fire extinguishers will be provided in an adequate number.

# LIFE JACKETS AND SAFETY DEVICES

The yacht will be equipped with 2 Arimar life rafts for 8 people, in containers with automatic hydrostatic releases. (Optional at the discretion of the Owner).

The safety equipment will be all the responsibility of the Owner and will consist of everything necessary and required by the regulations for the ISO CE cat category. A and in basand the type of navigation and fag of the boat.

## **REFIT LOG**

The Benetti 26D was built by the Storico Cantiere Italiano F.lli Benetti of Viareggio in 1974. In 2018-2020 the rebuild of Navetta has been started by MCS srl in its Shipyard in San Lorenzo al mare - Imperia.

The yacht has a displacement hull with typical geometries and round stern, a central skeg and two lines of axles on the sides of a balanced rudder.

The exteriors and interiors, revised in a modern way by the designer Luca Catino, still preserve the original style that distinguishes the traditional line of the Navette Benetti with round stern.

The on-board systems will be built completely from scratch. The main propulsion engines will be completely overhauled to new















