

PARSIFAL
YACHTING

yachtbrokerage



Asking Price: P.O.A.

BRIEF SPECIFICATION

Technical Characteristics

LOA	:	42.60 m
LBP	:	33.00 m
Beam	:	7.3975 m
Depth	:	4.0996 m
Draught max.	:	2.5694 m
Draught at half load	:	2.45 m
Displacement (Full)	:	310 Tons
Engines	:	2 x MWM TBD 604 B V12 2 x 1714 BHP @ 1800 RPM
Speed	:	15 kn Cruising Speed abt 17 kn at Full Load
Consumption	:	abt 635 ltrs/h inc. D/G & with good weather conditions
Range	:	abt 1300 miles @ 12 kn
No. of Guests	:	10 in Five Staterooms
No. of Crew	:	8
Flag	:	Greek
Built	:	1992
Classification	:	American Bureau of Shipping +A1 +AMS
Naval Architect	:	A.P.MALLIRIS ASSOCIATES/ATHOS MALLIRIS
Exterior Design	:	A.P.MALLIRIS ASSOCIATES/LALLY POULIAS
Interior Design	:	A.C.T./MARKELLOS GALANOS
Builder	:	MARINE INDUSTRIAL TECHNOLOGIES LTD.
Refitted	:	May 2004 AT LAMDA SHIPYARD
Design	:	LALLY POULIAS
Last Drydock	:	15 March 31 March 2017
Last Annual Class Survey	:	19 April 2017
Next Special Survey	:	13 July 2022

Refit

During the refitting of 2004, yacht's length was extended by 2.60 m at the aft section. The main deck aft sitting area was enlarged and a swimming platform was added at the stern. The flying bridge was modified and the interior decoration was renewed.

Water Toys

1 x Avon tender with 90HP outboard
1 x inflatable tender with 5HP outboard
1 Jet Ski YAMAHA
2 Sets Water-Skis
1 Kneeboard
2 SUP
1 Wakeboard
2 Tubes and Water Toys

2 Electric Water Diving
Snorkeling Toys
1 Wind Surfer
Fishing and Snorkeling Equipment

Equipment

Full Air Conditioning and 50% Permanent Fresh Air Circulation

Closed Circuit Security Television

Internal Communication

Fire/Heat smoke detectors

Television 4K 55" in Saloon

Satellite TV

DVD Player

Stereo Music Systems

Internet Access

Wi-Fi

Electronic & Helm

Radio and Navigation Equipment: Cellular Phone: fax, Mini-M (phone-fax)

Extensive Navigational Electronics including: Anschutz Gyrostar Gyro compass, two repeaters, Delta Magnetic Compass, Auto Pilot Anschutz Nautopilot D, Steering Gear System by Tenfjord, connected with Auto Pilot, Two Radars: JRC model R-1,96 miles, Simrad CR54 48 miles, GPS LEICA MX400, Electronic Chart Plotter/Navigator, Autohelm Navcenter connected to GPS Weather Fax, JRC model NCR-300A, GMDSS MF/HF ICOM IC - M710, DSC GM - 110 DSC, VHF Skarti 1000 DSC

Engineering

Vessel construction is under supervision and approval of American Bureau of Shipping (ABS), having a full class notation for unrestricted service of +A1 +AMS.

Hull lines have been optimized for minimum resistance and optimum seakeeping.

For this reason, four different hull shapes have been tested in the Towing Tank of National Technical University of Athens, in simulated calm seas (resistance tests) and confused seas typical of Mediterranean conditions (seakeeping tests).

From these tests, the optimum compromise between maximum contractual speed and human comfort (low acceleration levels) was found.

Rolling is damped through use of VOSPER stabilizers.

An important engineering factor which affects architectural planning is acoustics. As the yacht's engine room produces high level airborne and structure borne noise, we use an advanced "floating floor" concept in all public and guest accommodation spaces.

Guest cabins are completely insulated from the surrounding spaces by being rested in an internal shell, connected to the rest of the structure via rubber elastic elements.

Different elements working on different principles have been incorporated, taking into account compression on floors, tension on ceiling and shear on sides.

On the other hand, main engines and other machinery are resiliently mounted on their base plates, reducing structure borne noise.

As a result, an excellent noise level has been achieved in the guest cabins next to the engine room and consequently in all other spaces.

Finally, propeller excitation, being another major source of noise, has been carefully studied and propeller selection, based on the latest hydrodynamic theories, has been made after extensive testing, resulting in two high skew 5-bladed propellers, custom made by LIPS in Holland.

The Marine Engineering part of the vessel is made of high quality materials.

Cables are certified Marine type, while all essential piping is above Classification requirements.

Propulsion is effected through two DEUTZ-MWM Turbocharged Marine Engines, type TBD 604 B V12, developing 1714 BHP @ 1800 RPM each.

Shafting is of the V type, through cardan shaft leading to a reduction gear ZF, type 460B.

Main Engines are fully automatic and can be operated from the Engine room, Wheelhouse and Flying bridge.

All essential instruments and protective devices are connected to control consoles in all three places, ensuring easy and safe operation.

There are two MAN Diesel Generating Sets, developing 92 KW each, capable of taking each one all electric load individually.

There is also a KOHLER port generator, totally enclosed, developing 20 KW for night operation.

The above machinery has been inspected and maintained as per maker's maintenance plan respectively.

Boarding is via a hydraulically retractable stern passarelle and two side ladders, each of which is flash mounted on the bulwark.

Yacht's tender and water toys are hoisted by an electro-hydraulic crane.

Fresh water is produced in a seaway, via a Reverse Osmosis Fresh Water Generator made by Sea Recovery, type RSRC 800 AF, producing 126 ltr/h which is subsequently sterilized. The fresh water is stored in two tanks, properly treated for this purpose. The first with a capacity of 3700 ltrs and the second 5200 ltrs.

Three heaters ensure the adequate supply of hot water for passengers' every need.

The yacht is equipped with a Richfield Marine bow thruster, type 400 TB developing a thrust of 400 KP.

Steering of the yacht, is effected by a TENFJORD electro-hydraulic system with two motors, two pumps, connected to the autopilot. There is also an emergency hand operated steering system, in case of main failure.

All tanks have electronic level indicators, calibrated to absolute volumes. These readings can be seen in Engine Room as well as in wheel house. Furthermore, each tank has a low and high level visible alarm.

The yacht has 5 storage tanks for fuel with the following capacities:

1. Fuel Tank No.1 P 6000 ltrs
2. Fuel Tank No.1 C 6700 ltrs
3. Fuel Tank No.1 S 6000 ltrs
4. Fuel Tank No.2 P 5500 ltrs
5. Fuel Tank No.2 S 5500 ltrs

Also, for the operation of main engine the yacht has two tanks for daily use of fuel with a capacity of 1850 ltrs each.

There is a heat detection system with sensors in the engine room, galley, crew's mess and all cabins. Finally, the firefighting ability of the yacht is enhanced by one MOTORI DIESEL ACME emergency fire pump.

The yacht is totally air conditioned, using CONDARIA equipment. Note that there is a 50% permanent fresh air circulation through an air handling unit, and local fan coils in each space.

There is a sewage treatment system (TRITON 196), complied with IMO specifications, connected to EVAC toilet vacuum system.

Galley is fully equipped with GAGENAU (Oven, Cooker with 4 hotplates, Fryer, 2 Electric barbeque, 1 Deep Freezer), ELECTROLUX (Oven, Dishwasher), 1 LIEBHERR refrigerator, 1 CANDY Deep Freezer, 1 U-LINE Ice Maker.

All equipment is professional and covers all aspects of Gourmet making.

There is also a cold storage, with different compartments for meat, fish and vegetables, with individually controlled temperature and two refrigerating compressors.

The mooring arrangement (1 Anchor Windlass and several cleats fore and aft for safely docking) of the yacht is in compliance with Flag and Class rules and regulation.

Structure

Hull is made of Marine Grade Steel, following ABS classification Rules.

Superstructure is made of composite materials, mainly GRP and Aramid, using balsa and honeycomb as core materials. Superstructure design and construction complies with ABS Rules.

The construction followed an advanced technique developing individual molds for each 3-D tier and curing the molded composites in correct environmental conditions.

Some of the tiers are exclusively made of Aerolam F-Board, which is being used to such extent for the first in yacht history.

KEVLAR has also been used in some highly stressed areas, providing high strength to weight ratio.

Exterior Styling

External styling follows horizontal distribution of the four deck height, thanks to the two tier aerodynamic wings and the compound curves of the superstructure, making the external appearance slick and progressive.

On aftermost section of the Main deck there is a swimming platform with an inox ladder with tick stairs for guest's easy access to the sea.

Boarding the Main deck there is a round wooden handmade dining table, with inox foundation, where up to 12 guests can be seated comfortably.

Windows follow three dimensional compound curves and were custom made using advanced polycarbonate material, giving unique shape and view.

There is a lot of sitting space in the Owner's deck Aft area with fitted comfortable sofas, sun bathing chairs and an open saloon with a two-seated sofa and two armchairs. On the aftermost on the Owner's deck, outside the rails, there is a platform where an AVON tender with Evinrude 90 hp. outboard engine, a two-seated YAMAHA wave runner and an inflatable tender with 5 hp outboard engine are stowed.

One deck up on sun deck, there is an open "al fresco" sitting area with 6 sunbathing chairs.

For those wishing to have a shelter, there is a retractable enclosure on the aft section of the sun deck, under which they can enjoy the sea breeze on a fitted four-seated sofa.

Finally, on the fore section of the sun deck, there is a steering console, with all necessary electric and electronic controls, from where steering and maneuvering of the vessel can be effected, having an unobstructed view.

A Striking innovation in the exterior styling is the use of stainless steel cupping rails and stays.

Outside painting is AWLGRIP, premium U.S. paint, custom made to match the colour of the polycarbonate windows.

All decks are covered by premium quality Burmaneze teak.

Interior Styling

The interior styling is mainly based on Greek architectural elements. Internally, the vessel is divided in three areas:

- The lower, on the lower deck
- The main, on the main deck.
- The upper, on the upper deck.

Entering the main deck, one can indulge in the open plan arrangement of the main and dining saloons.

Highly reflective lacquered wooden surfaces combined with fine fabrics enhance the décor of this lavished interior.

Within the saloon, next to the sitting and adjacent to the aft glazed area a card table and a bar are included.

In the dining saloon up to twelve guests can be seated around the oval wooden handmade dining table.

Great attention is not only given in the design aspect, but in the quality of the materials used.

Forward on the main deck, is situated the wheelhouse.

An ergonomic, modular complex of consoles, provide an efficient and well thought out working area.

Below main deck, on the lower deck four guest cabins are situated.

The fore cabins' layout arranges two single beds in a spacious lacquered interior with fine exclusive fabrics, with handmade paintings designed specifically for this yacht at the headboard of each bed.

The aft cabins' layout arranges two double queen size beds with a similar interior. Each cabin has its own ensuite bathroom finished in lavish white Greek premium marble. The installation of Jaccuzzis for each bathroom was regarded essential.

All closet door fittings made of synthetic marble Surrell, are exclusively designed for this particular yacht.

The lower forward part of the yacht is allocated to the crew mess and crew accommodation, while the captain's cabin lays next to the wheelhouse. Pastel colours are predominant in the interior scheme.

The upper deck is exclusively reserved for the owner.

The owner's stateroom is divided in three sections.

The study, at the aft end, the bathroom and the bedroom at the forward end.

In owner's study there is a handmade writing desk with two leather armchairs and a comfortable three-seated sofa. Also, a laptop with internet access, a printer and a safe for the guests to store their valuables, are available.

Proceeding towards the forward part of the suite, one can find the dressing area, adjacent to the owner's bathroom.

The large Jacuzzi clad with marble forms the most dominant feature in this light interior.

This bathroom is subdivided into two other compartments; the marbled shower room, and the toilet.

Finally, lacquered furniture and fine fabrics enrich the interior decoration of the Owner's cabin.

The introduction of peripheral glazing allows full view of the surrounding sea.

Electronics

The yacht is fully equipped with state of the art electronics.

Starting from entertainment, each guest cabin has a mini stereo system consisting of power amplifier, equalizer, CD player with iPod connection, DVD player (SONY MHC-1500), connected to specially designed FOCAL, KEVLAR made speakers.

Each system can be remotely controlled.

Same complete systems are also installed in Captain's cabin, crew mess and Owner's state room.

On main saloon we have installed a "high end" system, consisting of SONY S-MASTER PRO power amplifier, PANASONIC Blue-Ray and a SONY SMARTENGINE DVD player with iPod connection, connected to FOCAL PRODIGE speakers.

Music input is provided to these systems via SONY CD players.

Finally, individually regulated stereo music is provided via a 5 channel amplifier to main deck aft seating area, Owner's deck aft seating area and sun deck connected to FOCAL, KEVLAR speakers.

Music again is provided via Sony CD player.

At each position, music level can be individually controlled.

Each guest cabin has a colour multi-system GRUNDIC TV, type P-37-449 with access to satellite TV.

Same system is installed in Captain's cabin and crew mess.

On main saloon, there is installed a BANG & OLUFSEN LX4500, 25" colour multi-system TV set, while on Owner's cabin a SHARP LC-37, 37" colour TV, a LG DVD player and a SONY MHCW25 CD/MP3 player. All TV sets have access to satellite TV.

Also, wi-fi internet is available wherever there is 3G coverage.

In all public spaces, guest cabins, captain's cabin, wheelhouse, galley and crew mess there are telephones available for internal communication. Through the Fleet33 SATCOM JUE-33 direct outgoing and incoming communication through the wheelhouse main console is available.

Coming to Navigational Electronics, the yacht is equipped with the following:

On wheelhouse:

One Simrad RS4 radar.

One JRC JMA-3610 radar.

One Navtex JRC NCR-330.

One echo sounder SIMRAD CR-44.

One set of wind speed indicators.

One electronic chart plotter SIMRAD CR-54.

One Autopilot/Gyro compass ANSCHUTZ GYROSTAR II with repeaters in flying bridge.

One Satellite Communication System GPS LEICA MX400.

One fax.

One ICOM IC-M710.

One VHF ICOM IC-GM651.

One VHF STD HORIZON GX-1500E.

One AIS transponder JRC JHS-182.

One Fleet 33 SATCOM JRC JUE-33.

On flying bridge:

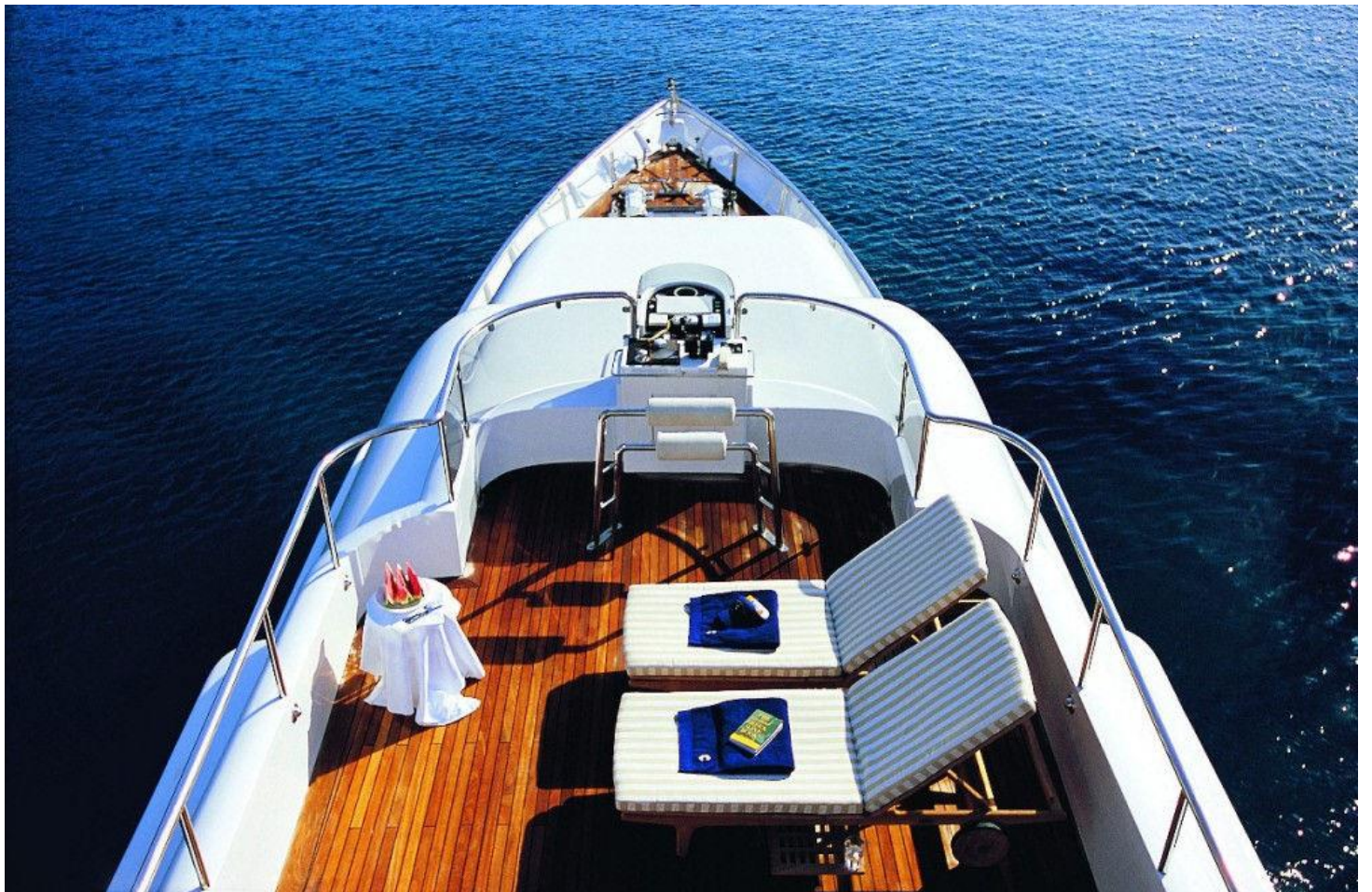
One electronic chart plotter SIMRAD CR54 repeater.

One VHF REGATA II.

One echo sounder SIMRAD CR-44 repeater.

















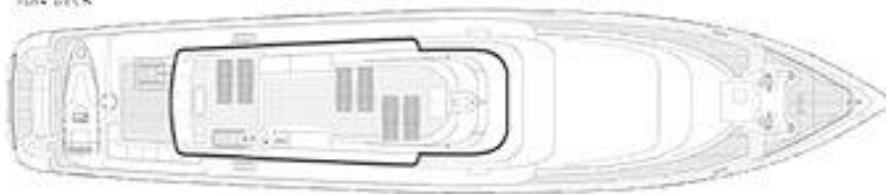








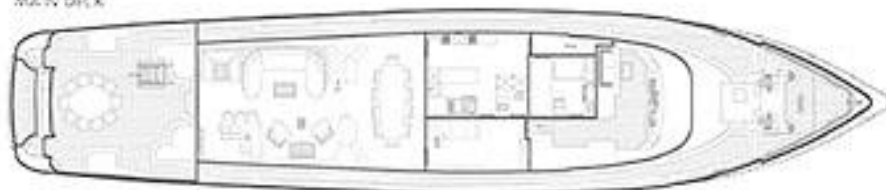
SUN DECK



MASTER DECK



MAIN DECK



LOWER DECK

