

## SY "BARTABAS"



## ORTONA NAVI 110'

**Dimensions:** 33,30 X 7,60 X 4,00 m

**Flag:** French / Commercial

**Building year:** 1978 / Complete rebuild in 2002 under Bureau Veritas control

**Location:** South of France

### NAUTIS International Yacht Brokers

Galerie du Port, 8 boulevard d'Aguillon, 06600 Antibes, France  
SARL au capital de 10 000 Euros – RCS Antibes N° 478 126 642

Tél. +33 (0) 4 93 95 29 11 - Fax +33 (0) 4 83 33 45 48 - Email : [info@nautis.fr](mailto:info@nautis.fr) - Site : [www.nautis.fr](http://www.nautis.fr)

Model : cruising stay-sail schooner  
Material : steel hull and deck, light alloy for the roof  
Designers : Giorgetti et Magrini  
Shipyard : ORTONA NAVY (builder of the first Perini Navy)

Bureau Veritas classification Maltese Cross 981T11 (inspection to be made, due since october 2012).

French Commercial Marine for transport of passengers.

Building year : original construction in 1978 and re-building by the present owner in 2001/2003 period in the CN Sestri, Genoa, Italy, under Bureau Veritas control and with the cooperation of the designer Arredamenti Porto (Genova, Italy).

LOA : 33,30 m  
LWL : 26 m  
Beam : 7,60 m  
Draft : 4,00 m  
Light Displac. : 130T about  
Sail area : 590 m2  
Water : 10 000 L  
Fuel : 17 000 L

### **Machinery:**

- 2 x Caterpillar 3196 each 350 hp (Stb: 5556 hrs, port: 5534 hrs).
- ZF electronic engines controls.
- Generators : 2 x Kohler 55KVA 380 V Triphased (Std 9840 hrs; Port: 10623 hrs).
- Rodriquez hydraulic bow thruster 65 hp in tunnel, engine driven.
- Rodriquez hydraulic fin stabilizers, engine driven.

### **History :**

The yacht has done a lot of cruises in the Red Sea and the Indian ocean for her charter activities, based on diving, until 1995. Up to 16 guests were received on board. She then underwent a complete refit terminated in 2003, receiving a new steel deck, a new aluminium superstructure, only keeping the hull and the masts. The inside arrangements and equipments were completely removed and entirely reconstructed.

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## 1- General:

- 5 watertight bulkheads with water-tight doors (2001).
- All the tanks, except for new oil, are built in the hull.
- Thermal insulation : special filler sprayed on hull and deck (to avoid cold plate condensation) then rockwool with alu foil. Additional sound-proof foam in Engine Room.

## 2- Inside arrangements:

- Deck saloon with rear and side exit doors, settee, navigation and helm station.
- 4 double cabins, each with ensuite bathroom: Master aft, VIP forward, two twin guest cabins.
- Crew cabins forward for up to 5/6 crew
- Salon and dining area
- Chart table



- Galley complete with stainless steel sinks, granite counter top, extracting hood, combined oven, cooking plate Gaggenau, electric multi-function microwave oven Gaggenau, Electric grill Gaggenau, Electric steam cooker Gaggenau, Liebherr fridge and deep-freezer, Miele dish-washer.
- Corridor in front of the Engine Room with Liebherr fridge with glass door, Liebherr deep-freezer, Miele washing machine and dryer.

## 3- Electronics and communication :

- Compass Fuselli
- Electronic compass KVH Azimut 1000
- Log/speedo/Echosounder Raymarine with display on Tridata at steering position and Multi at chart table
- Echosounder video Raytheon L760 Fishfinder
- Wind instrument Raymarine
- GPS Furuno 31
- Computer SONY Vaio with Maxsea software and charts at chart table
- Radars Raytheon 1 / Raytheon 2

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- MOB push-button Raytheon
- VHF Furuno FM 8500
- 2 VHF portable
- SSB Furuno
- Weather receiver Furuno NX300 + Furuno NX500
- Autopilot Northstar AP 380 with fluxgate compass
- Communication Satellite Immarsat C Thrane&Thrane
- TV satellite Hurricane DataControl RR Electronic
- Computer Pentium 4 Samsung at steering position
- AIS receiver

#### **4- Rig, spars and sails :**

- Two deck-through masts white lacquered in 2002
- Standing rig new in 2002
- Yankee, staysail and jib Incidences (2004) on Bamar hydraulic furling systems
- Mainsail full batten Incidence (2005)
- Spinnaker symetric triradial medium

#### **5- Winches :**

- Fore deck, on each side of the mast : 2 hydraulic Andersen 66ST for yankee, stay-sail and fisherman halyards.
- Roof, in front of pilot-house, Port side : 1 hydraulic Andersen 44ST for stay-sail traveller car adjustment and 1 hydraulic Andersen 66ST for sheet tension.
- Roof, above the pilot-house, around mast step : 3 hydraulic Andersen 66ST for main sail (halyard and reefing).
- On side decks : 2 manual Harken 64-2 ST for fore mast back-stays.
- Aft deck : 2 hydraulic Andersen 4500 STH for yankee sheets and 2 hydraulic Andersen 78ST for main sheets.

#### **6- Deck Equipment :**

- Deck covered with teak planking (2002)
- Aft deck covered by the roof extension then by canvas fitted on frames.
- Bar (stainless steel sink, fridge).
- Dining area with settees and two mobile tables.
- Jacuzzi concealed under deck on lifting table.
- Aft transom with staircase on each side and shower, diving bottles inflation, shore power connection.
- Hydraulic aft platform used for bathing and for RIB storage and launching.
- Fore and aft pulpits and stanchions in polished stainless steel. Opening gates.

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## **7- Anchoring Equipment :**

- Two Maxwell 8000 hydraulic windlasses, power supplied by the two hydraulic pumps on Caterpillar engines.
- Two anchoring line, each with 155kg high grade flat anchor + 190 m high grade chain.

## **8- Electricity :**

- Engines: two banks of batteries 2x250AH Dryfit SONNENSCHHEIM, charged by 2 X 175A alternator from Caterpillar engines and by 3 chargers AGF 24V/50A.
- Gensets: two banks of 2 batteries 12V/90AH Dryfit SONNENSCHHEIM, charged by gensets alternators or engines battery chargers.
- Servitude : 3 banks of 12 batteries Dryfit SONNENSCHHEIM in 2V cells, total 3x1000AH, charged by 2 X 175A alternator from Caterpillar engines and by 3 chargers AGF 24V/200A.

## **9- Other Equipment :**

- Hydraulic steering (with reserve spare pump).
- Air conditioning with reverse cycle 135 000 BTU (R410).
- Watermakers (2) Sea Recovery + Idromar (total: about 800 L/H).
- Radio hifi, CD/DVD and TV in salon & cabins.
- Two diving compressors Bauer in engine room.
- Two Bamar electro-hydraulic power unit (24V on domestic batteries) supplying the furlers and the Andersen winches.
- Fuel centrifugal separator Alpha Laval

## **10- Tenders & Toys:**

- Rib Lomac 5m (2002) with central steering console and Yamaha 4-stroke 60hp outboard engine (2006).
- Jet-ski Kawasaki 140 hp

## **11- Comments:**

Built on a Giorgetti & Magrini design in 1978 at Ortona Navi Shipyard (builder of the first Perini Navi), and entirely renewed/rebuilt in 2001/2003 by her present owner, this superb schooner offers privacy, comfort on deck and spacious inside arrangements. Estimated in 2010 at 4 800 000 euros (survey available on request) she is available at a fraction of the rebuild cost.

**Visit the site: [www.saint-tropez-bartabas.com](http://www.saint-tropez-bartabas.com) !**

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