

Principal Specifications S.V. ISABEL.

Stockholm in January 2016 / 2.

| | |
|-------------------|---|
| Name: | Isabel Adventure of Simrishamn, "ISABEL" |
| Call Sign: | SGLU (Swedish Registry). |
| Port of registry: | Simrishamn, Sweden. |
| Builder: | Jongert Shipyard, Holland. |
| Yard #: | 319. |
| Designer: | Willem De Vries Lentsch, Holland. |
| Interior: | De Vries / Peter Sijm, Holland. |
| Keel laid: | 1982. |
| Built: | 1983. |
| Refit/overhaul: | 2001 (Pendennis), 2006-2007 (Audax), 2011/12 (InfraNavi). |
| Hull: | Steel. |
| Deck(s): | Steel/teak. |
| Coats: | Awlgrip. |
| Displacement: | 77,14 mT (light ship). 87,00 mT (laden). |
| LOD: | 24,00 m. |
| LOA: | 27,00 m. |
| Beam (max): | 06,00 m. |
| Draft: | 03,10 m (light ship). |
| Fuel: | 4 500 litres. |
| Water: | 3.200 litres. |
| Holdings: | 600 litres (grey/black). |
| Keel: | Long keel. |
| Ballast: | Iron, concrete & lead pellets. |
| Sailing clarence: | 31,00 m. |
| Rig: | Bermuda ketch. |
| Engine: | Single Mercedes/MTU V8 diesel 240 hp. |
| Speed: | 10 kn (clean) 9 kn (dirt) 9 kn (cruise). |
| Bow thruster: | Hydromat 30 hp, hydraulic. |
| Steering: | Servo/hydraulics. |
| Shore power: | 400V, 230V, 110V. |
| Water maker: | Sea Recovery 600 litre. |
| Generator 1: | Northern Lights 400V 24 KWA. |
| Generator 2: | Northern Lights 400V 16 KWA. |
| Air condition: | Marine Air 144.000 BTU. |
| Heating: | Marine Air Reverse Cycle. |
| Owner history: | 1. Royal Family (Saudi). 2. Lord & Lady Adlington (UK). 3. Mr. Mitterand (France). |
| Current Owner: | 4. Mr. Silfverhjelm (Sweden). |
| Sale Condition: | As-is-where-is Stockholm, Sweden. |
| Asking Price: | Offers invited. Confirm with owners. |
| VAT: | Privately owned, VAT not applicable. |

1. Rigging:

Cutter rigged ketch.

| <i>Items:</i> | <i>Year:</i> |
|---|--------------|
| 2 X spars (main/mizzen) by Rondal (Holland). | 1983/2007 |
| All standing rigging by Rondal (Holland). | 2006 |
| Hydraulic furling on head stay, cutter stay, main and mizzen by Rondal. | |
| Main and Mizzen furlers overhauled. | 2014 |
| All spars checked and re-coated. | 2006 |
| Rondal halyard hoist swivel (genua). | 2010 |
| 2 X Navtec hydraulic back stay tensioners complete overhauled. | 2010 |
| Navtec hydraulic boom-vang complete overhauled. | 2010 |
| Sheets (staysail, mizzen, mizzen staysail & genacker). | 2012 |
| Sheets (genua and main). | 2008 |
| Spare sheets (new) stored in Bilge #1. | 2012 |
| Vast amount of spare sheets (stored in locker). | 2010 |
| Spectra guiding lines (stored in locker). | 2012 |
| Alloy spinnaker boom (stored along main mast). | |

2. Sails:

| <i>Items(s):</i> | <i>Year:</i> |
|---|--------------|
| Main sail (furling). Banks Sails. | 2010 |
| Genua (furling). Banks Sails. | 2010 |
| Cutter Staysail (furling). Banks Sails. | 2010 |
| Mizzen (furling with lateral battens). North Sails. | 2012 |
| Mizzen Staysail (furling). North Sails. | 2012 |
| Genacker (in socket). North Sails. | 2012 |

The ISABEL has covered limited mileages. The sails should be considered as new.

3. Mooring & Tackles:

| <i>Item(s):</i> | <i>Year:</i> |
|---|--------------|
| 2 X Anchors (CQR) Lewmar. | 2011 |
| 2 X Anchors Chain (110 m). | 2010 |
| 2 X complete set of mooring lines. | 2011 |
| 10 X Fenders. | 2012 |
| 1 X Warp. | 2012 |
| New spare ropes on 1 X role (stored in Bilge #2). | 2012 |
| Assorted smaller (spring lines etc.) mooring lines. Stored in locker. | 2010 |

4. Deck equipment:

| <i>Item(s):</i> | <i>Year:</i> |
|---|--------------|
| Passerelle. | 2016 |
| Sprayhood. | 2016 |
| 3 X Deck awnings (fore, mid and aft). | 2007 |
| 1 X Bimini top. | 2016 |
| Deck house protection/cover. | 2013 |
| Maxwell 3500 windlass (motor replaced 2008). | 2008 |
| Deck wash system (mid ship cold/fresh water). | |
| Deck wash system (aft deck warm/fresh water). | |
| Deck wash system (foredeck seawater). | |
| Cushions for cockpit (all new). Marine blue. | 2012 |
| Covers for wooden rails & coamings. Marine blue. | |
| Covers for superstructure sides and front. | 2015 |
| Covers for all winches. Marine blue. | |
| Electric Windlass capstan mooring winch, fwd. | |
| 4 X Lewmar 55ST halyard winches. | |
| 1 X Lewmar 40ST spin boom traveller winch on main mast. | |
| 1 X Lewmar 48ST outhaul main sail winch on main mast. | |
| 3 X Lewmar 55ST cockpit winches. | |
| 2 X Lewmar 65ST Electric winches. | |
| 2 X Lewmar 77ST Electric winches. | 2006 |
| 1 X Lewmar 48ST Mizzen outhaul winch. | |

5. General Performance:

Engine.

1 X 240 HP V8 Mercedes/MTU diesel. Completely overhauled by Mercedes in 2006. Since then serviced and maintained according to manufacturers specifications. Engine hours approximate 2600 hrs.

Speed (engine).

9-10 knots @ 12 litres/hr.

Speed (under sail).

Average 8 knots. Logged maximum speed 14 knots.

Capacities.

Fuel: 4500 litres (approx).
 Water: 3 200 litres (approx).
 Holding: 600 litres (grey & black).

6. Engineering & Mechanical equipment.

| <i>Item(s):</i> | <i>Year:</i> |
|--|--------------|
| Bowthruster Hydromat 30 hp (driven on main engine PTO). | |
| Water maker Sea Recovery 600 litre. | 2007 |
| 4 X engine room extractor fans. | |
| 4 X Bilge pumps (2 X electrical, 1 X main engine PTO, 1 X manual). | |
| Marine Air 144.000 BTU air condition (need re-filling). | 2006 |
| Segatron hydraulic/servo steering system. | |
| Domestic air-pressure system for entire ship. | 2001 |
| 1 X Hot water boiler in Engine Room (230V and engine). | |
| 1 X Hot water boiler in Galley (230V and engine). | |

7. Electronics.

| <i>Item(s):</i> | <i>Year:</i> |
|---|--------------|
| 1 X Northern Light 24 KWH 400 volt 50 hz generator. | 2001 |
| 1 X Northern Light 16 KWH 400 volt 50 hz generator. | 2001 |
| 10 X 12 V batteries for domestic use. | 2012 |
| 4 X 12 V batteries for gen-start and main engine start. | 2012 |
| 1 X Mastervolt Charger Mass 24/100C. | 2012 |
| 1 X Mastervolt Charger Mass 24/100C. | 2012 |
| 1 X Mastervolt Inverter Mass Sine 24/5000. | 2012 |
| 1 X Mastervolt Inverter Mass Sine 24/2500. | 2012 |
| 1 X Mastervolt Inverter Mass Sine 24/1200. | 2007 |
| Shore Power (16A-32A) 400V 50 Hz. | 2006 |
| Shore Power 230V 50 Hz. | 2006 |
| Shore Power 110V. | 2006 |
| Domestic 24V power for lighting and navigation system. | 2006/2013 |
| Domestic 230V power for appliances. | 2006 |
| Shore power earth protection. | 2006 |
| Cathelco anodization sea water. | 2006 |
| Control panels in deckhouse. | 2006 |
| Control panels in engine room (upgraded 2006) | |

8. Galley/Laundry/Showers/Toilets.

| <i>Item(s):</i> | <i>Year:</i> |
|---------------------------------------|--------------|
| Appliances all new. | 2001 |
| Refrigerator Miele (new system 2007). | |
| Deep freezer Miele (new system 2007). | |

Stove Miele 4-plate vitro-ceramic hob.
 Dish washer Miele (serviced 2012).
 Washing machine Miele Novotronic WT946 Combi.
 Uline Icemaker (disconnected).
 Coffe brewer.
 Extractor fans X 2.
 The galley is furnished with all necessary equipment.
 5 X Rehinstrom Toilets (mills and gravity discharge). Works flawless.
 4 X En-suite showers (gravity discharge).

9. Entertainment.

| <i>Item(s):</i> | <i>Year:</i> |
|--|--------------|
| Fusion CD/DVD/Tuner/iPod stereo system (deckhouse, cockpit, saloon). | 2012 |
| 4 X Stereo/CD/tuner for each cabin. | 2001 |
| LG Flat screen TV set in aft saloon. | 2012 |
| DVD/BlueRay player for aft saloon. | 2012 |
| Flat screen TV in SB Guest quarter. | 2006 |

10. Navigation System.

| <i>Item(s):</i> | <i>Year:</i> |
|--|--------------|
| Bridge is GMDSS approved. | |
| Radar 1. Furuno Long Range Radar, FR7040 inkl ARPA. Works perfect! | 1995 |
| Radar 2. Furuno Medium Range NavNet Radar. | 2012 |
| Autopilot 1. Segatron Magnetic. | 1983 |
| Autopilot 2. B&G HydraPilot 2000. (need configuration). | 2001 |
| B&G Depth Sounder. | 2001 |
| B&G Sailing instruments. | 2001 |
| VDO Rudder indicator. | 2001 |
| Navigation/chart system ECDIS Furuno NavNet 3D | 2012 |
| 3 X Daylight repeater screens for ECDIS and MaxSea | 2012 |
| Back-up # 1 plotter/radar system Furuno MaxSea. | 2012 |
| Back-up # 2 navplotter system Furuno GP7000. | 2012 |
| Back-up # 3 navplotter system Furuno MaxSea. | 2012 |
| GMDSS reserve 24V power back-up. | 2006 |
| Vetus Meteo Center (Meteo Liner). | 2006 |
| Furuno GPS Satellite Compass System. | 2012 |
| Furuno Class "A" AIS. | 2012 |

11. Communications System.

| <i>Item(s):</i> | <i>Year:</i> |
|--|--------------|
| VHF # 1. Sailor RT5022. | 2006 |
| VHF # 2. Sailor 6215. | 2012 |
| Handheld VHF # 1. | 2012 |
| Handheld VHF # 2. | 2012 |
| Inmarsat Satellite Communications (Voice/data). | 2012 |
| Intercom System (all compartments incl engine room). | 2001 |
| 3G WLAN Internet connection. | 2012 |
| Raytheon Hailer/Alarm System. | 2001 |
| Air Compressor Horn (mizzen mast). | 2001 |

12. Safety & Security System.

| <i>Item(s):</i> | <i>Year:</i> |
|---|--------------|
| Intruder Alarm System operated with 3G system. (connected to Police Law Enforcement and Security Guards) | 2012 |
| 5 X MOB (Man Over Board) Personal System (integrated with navsystem). | 2012 |
| 1 X Manual GPS/EPIRB Transponder. | 2012 |
| 1 X Automatic GPS/EPIRB Transponder. | 2012 |
| 1 X Manual SART Transponder. | 2006 |
| 2 X 6 pers Liferafts (need inspection). | 2007 |
| 4 X Automatic Bilge Alarms. | 2001 |
| Automatic Fire Extinguisher System for Engine Room (mist). | 2006 |
| 2 X Manual Fire Extinguishers for Engine Room. | 2006 |
| 6 X Manual Fire Extinguishers for each cabin/compartment. | |
| Automatic Fire Alarm (for entire ship incl Engine Room). | |
| Automatic Water Detection System in all bilges incl Engine Room. | |
| Automatic Alarm for black/grey water holding tank. | |
| Automatic Alarm for shore power failure/disconnection. | |
| Complete set of distress flairs (dates need to be checked). | |

13. Accommodation.

| | |
|----------|----------------------------|
| Berths: | 12 (saloons not included). |
| Cabins: | 4. |
| Showers: | 4. |
| Toilets: | 5. |

Entrance from the main cockpit to the deck saloon with 360 dgr view containing sofa and chairs seating 12 pers. On port side office with 3 pers seating. On forward starboard the ships bridge and control systems with 1 seat. On starboard side lockers and desks.

Forward stairways – down to a companionway with owners quarters to port with one double bed plus two Pullman beds. En-suite large bathroom. Symmetrical cabin to starboard identical to the port side cabin. Forward of the companionway, there are two identical 2-bed (Pullman) cabins with en-suite bathroom. Starboard cabin facilitate a small office area as well.

From the deck saloon going aft down the stairway and to the companionway, there is a day-head to starboard and entrance to the engine room to port. Further aft, entrance to the aft saloon containing a large galley to port and a bar with three seats in the centre. Further aft there is the aft saloon facilitate a large round/moon formed dining table and a large 360 dgr sofa.

The engine room is situated in the centre and port of the ship. The engine room is huge and painted glossy white with red carpets on the aluminium floors. The engine room is designed to provide easy access to all the ships systems including generators, workshop and storage for tools.

Under all bilge floors there are great space for storage and fully lighted. Bilges are all white painted. Under the side of the bilge floors all piping and electrical wirings are running within cable/pipe ladders.

The bilges provide easy access to manholes for fresh water and black/grey water tanks. The bilges and the engine room are spotless, clean and dry.

In the forward bilge section, full access is given to maintain the bow-thruster.

Forward of the forward en-suite bathrooms, there is a watertight bulkhead and forward of this a very large storage locker facilitate ropes, fenders, outboard engines, ropes etc. Access to the locker is through a large watertight hatch on the foredeck.

In the aft of the ship a huge platform facilitate cradle for the tender boat and bathing stairway. The launching of the tender boat is made by the means of the mizzen boom wit a special halyard operated by one of the electric winches.

14. Additional.

| <i>Item(s):</i> | <i>Year:</i> |
|--|--------------|
| Tender Boat, Grand RIB S380 & 20 hp Yamaha. | 2011 |
| Tender Boat plotter, HDS5 incl depth sounder. | 2011 |
| 1 X bathing ladder (for starboard or port mounting). | 2001 |
| 1 X main bathing stairway from aft platform. | 1983 |
| 1 X WLAN Color Printer. | 2012 |
| 1 X Siemens navigation/administration computer. | 2012 |
| Custom designed and built full winter coverage. | 2010 |

15. Tools and Spares.

The ship is furnished with all necessary tools in order to undertake any maintenance and repairs. Also manufacturers special tools are provided. 90% of all the tools are from 2012. There are also a vast stock of spare parts and filters. Spares such as electric motors, compressors, switches, gauges, sockets, fuses, etc. etc.

16. Documentation.

There are good order on all documents and files on board the vessel.

(Manufacturers of the electric systems, plumbing and deck gear, have specifications and diagrams of the vessel. Due to the high quality standard of Jongert, the shipyard can also provide appropriate drawings and schemes when needed).

The buyer of the vessel will be furnished with all official documents covering several years back in time. The vessel holds all official documents required and issued by the Swedish Maritime Agency (owners certificate, certificate of nationality, tonnage certificate, radio licences and certificates). Due to the age of the vessel (as a pleasure craft) and private ownership, no VAT is applicable according to Swedish Taxation Regulations.

17. Service history.

Apart from frequent updates and maintenance, the following refits and upgrades are worthwhile to mention.

2001-2002.

A major refit was carried out in **2001-2002** at *Pendennis Shipyard* (UK) which, included: The interior was given new head linings, and complete upholstery. The entire ship was re-wired and re-plumbed. New Ceran worktops for the galley. The 24V system was replaced. The engine room was completely ripped out including all machinery, piping and electronics.

New electrical systems by de Keyzer. All re-usable equipment and systems was sent for services and overhaul. Main engine was completely overhauled and was reset to "0". Steering system was replaced and somewhat overhauled. New 16 KWH generator was installed. All tanks was refurbished and painted. Deckhouse windows removed and repaired. The hull and superstructure was repainted by using Awlgrip system. All woodwork was treated with Patina. New fire fighting system was installed. New pumps and boilers. New interior lighting. All new Lewmar switches on deck.

A new office area was built in the deckhouse.

The owners spent **GBP 1,5 million** for the work that was undertaken.

2006-2007.

The second major overhaul was carried out **2006-2007** by *Audax Shipyard* which included:

New complete rigging. New teak decks. New interior wooden floors. Deckhouse repainted. New leather sofas made by Mercedes Benz, Stuttgart. New upholstery.

New covers and cushions. New sun awnings. New computers, cockpit table, new deck hatches, new electrolyte system, new grooves etc. Scuppers was repainted and the entire ship was completely serviced.

The cost for the second overhaul was **Euro 600 000,00**.

2011-2014.

The third major update of the ship was carried out **2011-2014** by the seller (*current owner*) included:

Major update of all navigation and communications systems. Re-wiring and clean-up of electrical systems. Additional radar and fitting was installed. The ship got 6 new sails by Banks and North. Full bottom treatment and new anodes. All engines were serviced. New entertainment equipment installed. Overhaul of pumps including waste pumps. New 24V motor to air compressor system. New tackles, anchors, mooring lines, sheets and halyards.

The cost for the third and latest upgrade was **Euro 350 000,00**.

18. Comments by the current owner.

I have been sailing since 1968 and also participated in the Whitbread Round the World Race (now Volvo Ocean Race) and in Trans Atlantic speed records attempts with multihulls. Always been “racing” – always been in a hurry. However, since we bought “ISABEL” I have become a more gentle person and appreciate the huge comfort and safety the ISABEL deliver to my family, our guests and myself. Without to sacrifice performance.

ISABEL is a member of the family and we have continued with the heritage from previous owners that never put her under charter. She is not a motor-sailer. She has a slender hull and performs very well under canvas. Due to her weight (close to 100 mT when fully laden) she offers great comfort even under the most demanding weather conditions.

“ISABEL” is the yacht that provides state-of-the-art safety for family and guests. She is most satisfied in the wind range from 11 knots and more. With all sails sets, we fly close to 1000 sqm and she is a joy to sail on a close reach. Upwind, she perform well around 35-40 dgr apparent. Our sailing speed use to be around 8-9 knots. On a reach we commonly achieve about 11 knots. Our maximum sailing speed in the Baltic was 13-14 knots on an open reach in heavy swell.

The reason why we have put her on the market is due to the fact that the kids getting older and we need a slightly smaller sailing boat that can be handled by only one person. However, we have occasionally sailed “ISABEL” with only a crew of two. During our ownership we have carried out all the annual services according to manufacturers recommendations and common sense.

The ship is now 30 years old and she carry her age with grace.

She is ready to go and all major service and overhaul is done, enabling the new owner to set sails. In the spring 2015, she was dry-docked for new antifouling, anodes and inspection of all underwater fittings. All without remarks.

The lower wood panel on the deckhouse corners need to be renewed or varnished.

The topsides are painted in Awlgrip Stark White with Awlgrip Flag Blue for the blue ribbon. The paint is about 10 years old and we recommend a new touch-up within a couple of years to bring the hull back from shining to sparkling condition.

“ISABEL” is quite unique in the sense that she has a very short ownership chain. Only three owners before we bought her. I consider this as one of the arguments the ship is in such good condition. The Jongert’s extra ordinary quality in craftsmanship and details are another fact to her second-to-none condition.

A buyer will benefit from a good support and advise from us. This will enable the new owner to get acquainted with the yacht’s systems as swiftly as possible.

All specifications and details in this document are believed to be accurate but can’t be guaranteed.

For further information, please contact brokers or the owners representative directly:

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