Nauticat 331

€ 138 500



Producent łodzi:	Nauticat / Siltala Yachts	Długość:	10,40 m
Rodzaj łodzi:	łódź żaglowa	Szerokość:	3,40 m
Kategoria:	używana łódź	Rok budowy:	2006
Miejsce cumowania:	Francja, Bretagne	Kabiny:	2
		silnik:	Yanmar 4JH4TE, 75 KM (55 kW)

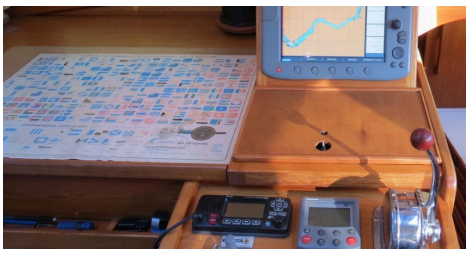
Oferent:
Antipode
14 bis, Allée Loic Caradec
56000 VANNES
Francja

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Języki: angielski, francuski










Szczegóły

Nr ID łodzi	**s300653**

Dane techniczne

Materiał kadłuba	**GFRP/tworzywo sztuczne**

silnik

Model	**Yanmar 4JH4TE**
Moc	**75 KM (55 kW)**

Wyposażenie

Nawigacja	**autopilot, GPS, ploter do map, radar, radionadajnik UKF**
Wyposażenie techniczne	**dziobowy ster strumieniowy, ładowarka do akumulatora, przyłącze lądowe 220V**
Wyposażenie pokładu	**odbijacze**
Wyposażenie wewnętrzne	**piekarnik, stół w kokpicie**
Urządzenia rozrywkowe	**telefon satelitarny, telewizor**
Bezpieczeństwo	**tratwa ratunkowa**
Żagle	**spinaker**

Opis

NAUTICAT 331, 2006, YANMAR 4JH4TE, 75 hp (2572 hrs), Bow thruster, Interior layout version 1 forward cabin, 1 aft cabin, 1 heads (toilets + shower), Varnished floorboards & carpet, Saloon table convertible in double bed, Electric manoeuvring winch handle - Ewincher (2020), Retractable and removable aluminium bowsprit (2021), Stern pulpit deck support, Aft stainless steel platform, Aluminium toerail, Cockpit table (teak), Wheel steering system, Wheel steering in wheelhouse, Winter covering for cockpit (2022), Cockpit cushions (2022), Electric windlass - Lofrans 1000W (engine renewed in 2020), Wheelhouse electric windlass remote control, Windscreen covers (2023), Deck stepped furling mast, Spanker mast, Classic standard main sail on spanker mast, Furlable main sail on main mast (serviced in 2024), Genoa roller furling with above deck drum - Furlex 200S, Furling genoa (serviced and new UV protection in 2020), Furlable asymetric spinnaker & Selden GX15 furler (2021), Raymarine in board autopilot, Raymarine ST 60 navigation system, Raymarine ST 60 cockpit repeaters, Raymarine ST 60 wheelhouse station repeaters, GPS and chartplotter (wheel pupitre station) - Raymarine C120, Radar with radome radar fitted on mast - Raymarine, AIS receiver, DSC VHF at wheelhouse station - Icom M323G, Handheld VHF, Television (saloon), DVD player, Fridge unit 12 V (top opening door), Second fridge units 12 V (front opening door), Hot and cold pressurized water, 3 burners cooker + oven, 220 V shore power + battery charger, AGM Service batteries - 2 x 160Ah (2020), WEBASTO heating system - Air Top Evo 5500 (new burner 2021), Holding tank, Electric toilets (2021), Solar panels, Hot and cold cockpit shower, Leds navigation lights, Leds interior lights, Liferaft - Seasafe 6 men from 2014 (next service date Feb. 2027), 16 kg Fob anchor + 50m lenght of chain, Second anchor + chain, Fenders and warps, Dinghy AX3 Bombard, Temo electrical outboard engine (2020), Located Brittany. For more information or to make an appointment for a visit, contact : Jean-Baptiste Lemaire +33 6 10 25 00 03 - (e-mail in contact data)
Owner speaks : A few years ago, I decided to purchase my seventh boat with a focus on comfortable and safe cruising. Our sailing area remains between Cape Finistere, the British Isles and the Bay of Somme. We chose the Nauticat 331 because of its build quality. We found this boat, which had been pampered and improved from day one by its first French owner. We took over with the same mantra. It is a magical boat, very comfortable, powerful and seaworthy, much appreciated by the ladies and safe. Its deck saloon is very bright. Most of the winter storage has always been on a cradle, maintenance has always been carried out by professionals, and the careening and anode replacements have also been done by professionals every year. It is a good cruiser but obviously not a racer. The spinnaker pulls its 9 tonnes with ease and its Yanmar engine is an excellent silent asset at a thousand revolutions when sailing close-hauled in the cabin. It is THE boat for happiness. The demands of age and the scarcity of crew members are prompting me to part with it and move towards more coastal and river sailing. Above all, I hope that its next captain will be a sailor who takes good care of it, and it will repay them well.