



tsmy SSSI
(formerly named : Atlantic, Sarastro)



Type: **Displacement TSMY**

Flag: **Malta**

VAT status: **paid**

Builder: **Feadship**

Naval architect: **De Vries**

Year of built: **1963**

L.o.a.: **26.5 m (87')**

Beam: **5.6 m (18')**

Draft: **1.8 m (6')**

Displacement: **110 t**

Engines: **2 X GM 550 hp**

Engine hours: **2500**

Consumption: **80 l/h**

Generators: **MASE 44 Kw + 20 Kw**

Cruising speed/max: **10/13 knots**

Lying: **Croatia**

Asking price: 1.600.000 euro VAT paid

**Machinery**

Engines: 2 X 550 HP DETROIT 12V71A
(about 2500 hours)
Consumption 80 lt/phr
Generators: 1 MASE 44 KW + 1 MASE 20 KW
Cruising speed / max: 10/13 knots

Construction material

Steel hull, steel/aluminum superstructure,
teak decks

Tankage

Fuel: 10.000 lt.
Water: 6.000 lt.

Equipments

Vosper stabilizers
Bow thruster
Watermaker
New hydraulic gangway
New davits

Accommodations

Owner cabin, VIP cabin, 2 guest cabins (1 double / 1 twin)
Crew: 2 Cabins for 4 crew with bunk beds

Recent refits (2010 – 2012)

On the main deck - between the saloon and the wheelhouse - there was an entrance to the engine room where the laundry and the engine exhausts were located. After moving the exhausts to the outer bulkhead the galley has been moved from below deck to this area, thus creating a beautiful and convenient area for it with direct access from the side with a lighting feature in the old engine exhaust tubes. Access to the engine room is now located below deck to the right hand side of the stairway (but keeping the emergency exit hatch where it was before). Where the galley was before there is now a VIP cabin with en-suite bathroom. The crew quarters were transformed creating a small mess with two twin cabins with bunk beds and separate bathroom. On the upper deck, that without the engine and generator exhausts is now a much better area, it has been added to the aft area a dining area with a fold down bimini top.

In the aft area, a part from the restyling of the cabins it has been completely changed the central guest cabin because it had a ridiculously small bathroom. In this way it has been created a cabin with a double bed and a larger bathroom forward. A great deal of work was carried out in the engine room where it really needed some design work to move the exhausts and entrance. Many smaller jobs of less importance have been carried out.

After the summer the yacht came back again to the shipyard to start the second cycle of work. Two new generators, complete sanding down of the underwater part of the hull and replacement of about one square meter of steel that was thinner than the standard thickness, new air conditioning compressors, new water maker, new teak in the cockpit, hydraulic telescopic gangway, repainting of the hull, new tender davit, new navigation electronics.

Disclaimer

The company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate and validate such details, as the buyer desires. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

AVENA & BINELLI

YACHT BROKERAGE



Wheelhouse



Wheelhouse



Wheelhouse exterior



Bow deck



Tenders

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Bow



Port side



Cockpit detail



Cockpit entrance



Cockpit table



Cockpit



Saloon



Doghouse



Port guest cabin



Port guest toilette



Guest cabins corridor



Dining area on the flying bridge with bimini top



Galley



Detail of the funnel with the canon à lumière



Stern

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Stern



Stairs to the VIP cabin and crew quarters



Owner cabin



Owner toilette



Saloon



Stern



Stairs to the astern cabins



Astern guest cabin



Astern guest toilette



VIP cabin



VIP toilette



Engine room



Air conditioning group and watermaker



Generators



Detail of the engine room



Twin crew cabins with bunk beds



Crew dinette

