



Dolphin Yachts

INTERNATIONAL YACHT BROKERS

Dolphin Yachts S.L.

Club de Mar

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Whisstocks Selestra 53

Constructor:	Whisstocks	Eslora total:	15.80m (51'8")
Modelo:	Selestra 53	Manga:	4.40m (14'4")
Año:	1984	Calado:	2.00m (6'6")
Material:	Aluminio	Combustible:	750 Litres
Distribución:	8 berths in 3 cabins	Agua:	1.200 Litres
Arquitecto:	S. Langevin	Motores:	1 x 73hp Perkins
Desplazamiento:	19000 kg	Quilla:	Fin

139.000 € IVA exento



MOTORES:

1 x 73hp Perkins 4236 4 cylinder, 1984

VELOCIDAD:

8 knots aprox.

AUTONOMÍA:

1000 nautical miles

CAPACIDADES:

Combustible: 750 Litres

Agua: 1200 Litres

EQUIPO MECÁNICO:

Mastervolt 200 Amp gel batteries (2)

Exide 235 Amp service battery + engine start battery

Solar pannel 200W with 2 bank battery charger

Small portable generator (new)

Inverter 3000W

Perkins engine 4236 73hp @2500rpm

J Prop propeller with rop cutter

750 litres fuel tank, approx. range 1000nm @1550rpm

Hot water engine heated calorifier plus 2kW AC immersion heater

Shore power connection

All navigation lights are LED (2015)

LED interior lighting

Earth leakage detector (2014)

Electric panel

Watermaker 120 litres/heure connected to engine

Black water tank (not used)

DISTRIBUCIÓN:

Berths: 8

Cabins: 3

Head: 3

Crew Berths: 2

Crew Cabins: 1

Large master stateroom with double berth and full headroom aft

Two double guest cabins forward

Workshop amidships

Settee berth for two in saloon

En-suite heads with showers - two forward and one aft

Headroom throughout is exceptional

Crew cabin in peak for two

COCINA/LAVANDERÍA:

Fresh and sea water supply

Gas cooker (4 burner with oven and grill)

Danfoss 12V fridge and freezer

Pressurised hot and cold water system

Bottle cooler with eutectic plate and 12V quick chill plate

NAVEGACIÓN:

Whitlock major compass

Raymarine wind instruments (2015)



Raymarine log (2015)
Raymarine depthsounder (2015)
Walker 6310 HF ICOM 745 radio
Raymarine 6002 autopilot
GPS handheld with cockpit mounting
Kenwood TS-50 VHF radio
Mustafa speed regulator
AIS classe B (2015)
Furuno 36nm radar

EQUIPO DE CUBIERTA:

Teak laid decks with excellent sunbathing space
Cockpit comfortably seating six
Steering wheel - removable for extra space when in harbour
Two tables - one folding down in front of the steering wheel, the other fitted behind it
80 metres 10 mm chain and 100 metres optiplait nylon cable
Lewmar winches (8)
Bimini and sprayhood
Watertight locker forward
Lofran electric anchor winch
Delta 32kg anchor
CQR 27kg anchor
Mooring lines, fenders

JARCIA Y VELAS:

Centre cockpit cutter rigged Bermuda sloop - Mainsail 3 rifs, triple stitching for blue water sailing (2015)
Triradial genoa (2) in good condition Cutter Asymmetric spinnaker with sock Lazy bag/jack Harken
oversized genoa furler Lewmar selftailing winches (8) Sail area 140.00 sq.m I=18.50m P=17.00m
E=5.50m J=6.50m Hull = Aluminium Alloy AG4 Spars = Aluminium Alloy-silver anodised Standing
rigging 12mm 1x19 stainless steel wire Polyurethane foam insulation

SEGURIDAD:

Eurovinil 8 person liferaft for high sea (2015)
EPIRB 406

ANEXOS/JUGUETES:

Mariner 3.10 metres RIB with 8hp Yamaha outboard
Dinghy crane

HISTORIAL DE MANTENIMIENTO:

Recent up-dates include:
Rigging has been checked
Engine serviced
Antifouling applied
Some welding work on the keel has been done
Furling gear reconditioned
Launched in June 1984
The aluminium is AG4 (British spec N8)
Lower plating 6mm
Upper plating 5mm
Keel 8mm with 15mm bottom plate
Stringers T section 6mm and 8mm plate
Generally 110 x 8mm webs with 60x60 flanges
Superstructure 5mm plating on 50x50x5mm section stringers

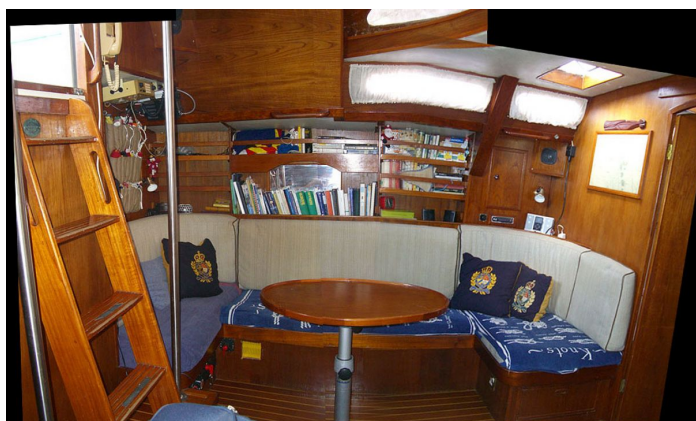
COMENTARIO DEL AGENTE:



Much thought went into the building of this yacht as she was built with two priorities in mind - she must be easily sailed by two people and must be as ideal as possible for guests. Second owner since 2004. She is a true blue water sailboat!

LUGAR:

Italy





Las informaciones presentados en esta descripción son probablemente correctas pero su exactitud no esta garantizada y no podrán ser utilizados contractualmente. Una peritación independiente es siempre recomendable. Este barco puede ser retirado de la venta sin previo aviso.