RPD 60 - 1981

https://www.yachtadvert.com/fr/3498-stefini-rpd-60.html

299 000 EUR ttc



Général

Longueur : 18,29 m
Radeau : Non
Leasing en cours : Non

Année : 1981
Largeur : 5,49 m
Région : Lavagne, Italie

Moteurs

Carburant : Diesel
Puiss. Unit. (CV) : 250

Marque moteur : Cummins
Nombre : 1
Heures : 620

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Aménagements

- Couchettes : 10
- Cabine Marin : 4
- Flybridge : Non
- Timonerie : Non

électronique

- Pilote auto : Oui
- Radar : Oui
- GPS : Oui
- Sondeur : Oui
- VHF : Oui
- Traceur de carte : Oui
- Déssalinisateur : Non
- Convertisseur 12/220 : Non

équipement de pont

- Hydraulique : Non
- Passerelle : Non
- Plateforme AR : Non
- Bossoirs : Non
- Taud d'hivernage : Non
- Guindeau élèctrique : Oui
- Capote de roof : Oui
- Taud cockpit : Non
- Cockpit en teck : Non
- Pont teck : Non
- Grand voile sur enrouleur : Non
- Génois sur enrouleur : Oui
- Spinnaker : Oui

équipements principaux

- Propulseur Arrière : Non
- Propulseur avant : Non
- Clim. : Non
- Groupe éléc. : Oui
- Eaux noires : Non
- Eau chaude : Non
- Annexe : Non
- Flaps : Non
- Moteur annexe : Non

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électroménager

Réfrigérateur : 1
Four : Oui
Réchaud gaz : Non
Chauffage : Oui
Lave-vaisselle : Non
TV : Non

Glaçons : Non
Congélateur : Oui
Micro-ondes : Oui
Réchaud élèctrique : Non
Lave-linge : Non
Antenne TV : Non
TV SAT : Non

Divers

AN EXCEPTIONAL BLUE WATER KETCH FROM ITALY
A true blue-water cruiser, built for long-distance sailing and serious adventures. Originally commissioned for the shipyard owner and constructed with a double-skin hull, she offers exceptional interior volume and has been carefully maintained and cruised for 26 years by experienced owners. With electric in-mast reefing and continued investment in her machinery, she combines classic character with modern comfort. Now offered by motivated sellers, who are ready to entrust this superb blue-water ketch to her next custodian, she represents an exciting opportunity for the discerning long-distance sailor. Features you will love: <ul type="disc"> Double Skin thickness GRP Hull - built for Shipyard owner Cummins 6bta 5.9 - Engine cost 56K (New 2006) â€“ Hours approx. 620 New Generator cost 25k (New 2024) Sail controls electric 2007/8 la Bamar AC/reversible in each cabin individually controlled (Recent 2022) 4000 L fuel 3000 L water Large double stateroom aft (with shower and wc electric) 2 cabins that can sleep four (with shower and wc electric) Plus crew cabin forward (single or convertible to a double) Plus one single crew bunk Accommodation <ul type="disc"> A spacious ensuite master cabin that has a queen bed Two ensuite twin cabins with Pullman beds A bright lounge with a bar corner and two large round tables to seat twelve A galley with a dedicated dining table for six At the bow, two single cabins for crew, each with bathroom Ac in each cabin (individually controlled) Corian surface in galley Alcantara sofas cover 2007 Mechanical and Rigging 1 x Diesel Cummins 6bta 5.9 M Engine cost 56K (New 2006 approx 670hrs) - Experienced owners, continuous maintenance with invoices. <ul type="disc"> 50 tons 4000 L fuel 3000 L water Inventory 1 x Diesel Cummins 6bta 5.9 M Engine cost 56K (New 2006 approx 620hrs) <ul type="disc"> Dish washer Oven microwave Washing machine 5kg Fridge Freezer Stefini RPD 60 Ottona Navy Ancona <ul type="disc"> Double Hull Electric WC La Bamar In-Mast Furling 2007/8 Parabola 2023 Generator 2024 Electric winches Chain 85m Teak 2007 Bow thruster 7 kw Autopilot Standing Rigging 2007 Ask for a link for our high-resolution photos

FRANÃ‡AIS UN KETCH DE GRANDE CROISIÃˆRE EXCEPTIONNEL, EN PROVENANCE Dâ€™ITALIE Un

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vÃ©ritable voilier hauturier, conÃ§u pour les longues traversÃ©es et les grandes aventures en mer. CommandÃ© Ã lâ€™origine par le propriÃ©taire du chantier naval et construit avec une coque en polyester Ã double peau, il offre un volume intÃ©rieur exceptionnel. Depuis 26 ans, il a Ã©tÃ© soigneusement entretenu et rÃ©guliÃ¨rement utilisÃ© en croisiÃ¨re par des propriÃ©taires expÃ©rimentÃ©s. Ã‰quipÃ© dâ€™un systÃ¨me Ã©lectrique de prise de ris dans le mÃ¢t et bÃ©nÃ©ficiant dâ€™investissements rÃ©guliers dans ses Ã©quipements mÃ©caniques, il allie le charme classique au confort moderne. Aujourdâ€™hui proposÃ© par des vendeurs motivÃ©s, prÃªts Ã confier ce superbe ketch hauturier Ã son prochain propriÃ©taire, il reprÃ©sente une belle opportunitÃ© pour les passionnÃ©s de grande croisiÃ¨re. Ses principaux atouts : <ul type="disc"> Coque en polyester Ã double peau, dâ€™Ã©paisseur renforcÃ©e â€“ construction initialement destinÃ©e au propriÃ©taire du chantier naval Moteur Cummins 6BTA 5.9 â€“ remplacement en 2006 (investissement de 56 000 â‚¬) â€“ environ 620 heures Groupe Ã©lectrogÃ¨ne neuf de 2024 (investissement de 25 000 â‚¬) Commandes Ã©lectriques de voilure Bamar, installÃ©es en 2007/2008 Climatisation rÃ©versible dans chaque cabine, avec commande individuelle (installation rÃ©cente de 2022) CapacitÃ© carburant : 4 000 litres CapacitÃ© eau douce : 3 000 litres Grande cabine double arriÃ¨re avec salle dâ€™eau et WC Ã©lectrique Deux cabines pouvant accueillir quatre personnes, chacune avec salle dâ€™eau et WC Ã©lectrique Cabine Ã©quipage avant (un couchage simple ou convertible en double) Couchage supplÃ©mentaire simple pour Ã©quipage Demandez-nous le lien vers notre galerie de photos haute rÃ©solution.

ITALIANO UN ECCEZIONALE KETCH DA CROCIERA Dâ€™ALTURA PROVENIENTE DALLâ€™ITALIA Un autentico yacht da crociera dâ€™altura, progettato per lunghe navigazioni e grandi avventure in mare. Originariamente commissionato dal proprietario del cantiere navale e costruito con scafo in vetroresina a doppia pelle, offre volumi interni eccezionali. Per 26 anni Ã¨ stato attentamente mantenuto e utilizzato regolarmente per la crociera da armatori esperti. Dotato di avvolgimento elettrico delle vele nellâ€™albero e oggetto di continui investimenti negli impianti e nei macchinari, combina il fascino classico con il comfort moderno. Proposto oggi da venditori motivati, pronti ad affidare questo splendido ketch al suo prossimo armatore, rappresenta unâ€™interessante opportunitÃ per chi cerca una vera barca da grande crociera. Caratteristiche principali: <ul type="disc"> Scafo in vetroresina a doppia pelle, con spessore rinforzato â€“ costruito originariamente per il proprietario del cantiere Motore Cummins 6BTA 5.9 â€“ sostituito nel 2006 (investimento di 56.000 â‚¬) â€“ circa 620 ore Generatore nuovo del 2024 (investimento di 25.000 â‚¬) Comandi elettrici delle vele Bamar, installati nel 2007/2008 Aria condizionata e riscaldamento reversibili in ogni cabina, con controllo individuale (impianto del 2022) CapacitÃ carburante: 4.000 litri CapacitÃ acqua dolce: 3.000 litri Ampia cabina armatoriale matrimoniale a poppa, con bagno e WC elettrico Due cabine con quattro posti letto complessivi, ciascuna con bagno e WC elettrico Cabina equipaggio a prua (un posto letto singolo, trasformabile in matrimoniale) Un ulteriore posto letto singolo per l'equipaggio Richiedete il link alla nostra galleria fotografica ad alta risoluzione.

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Médias





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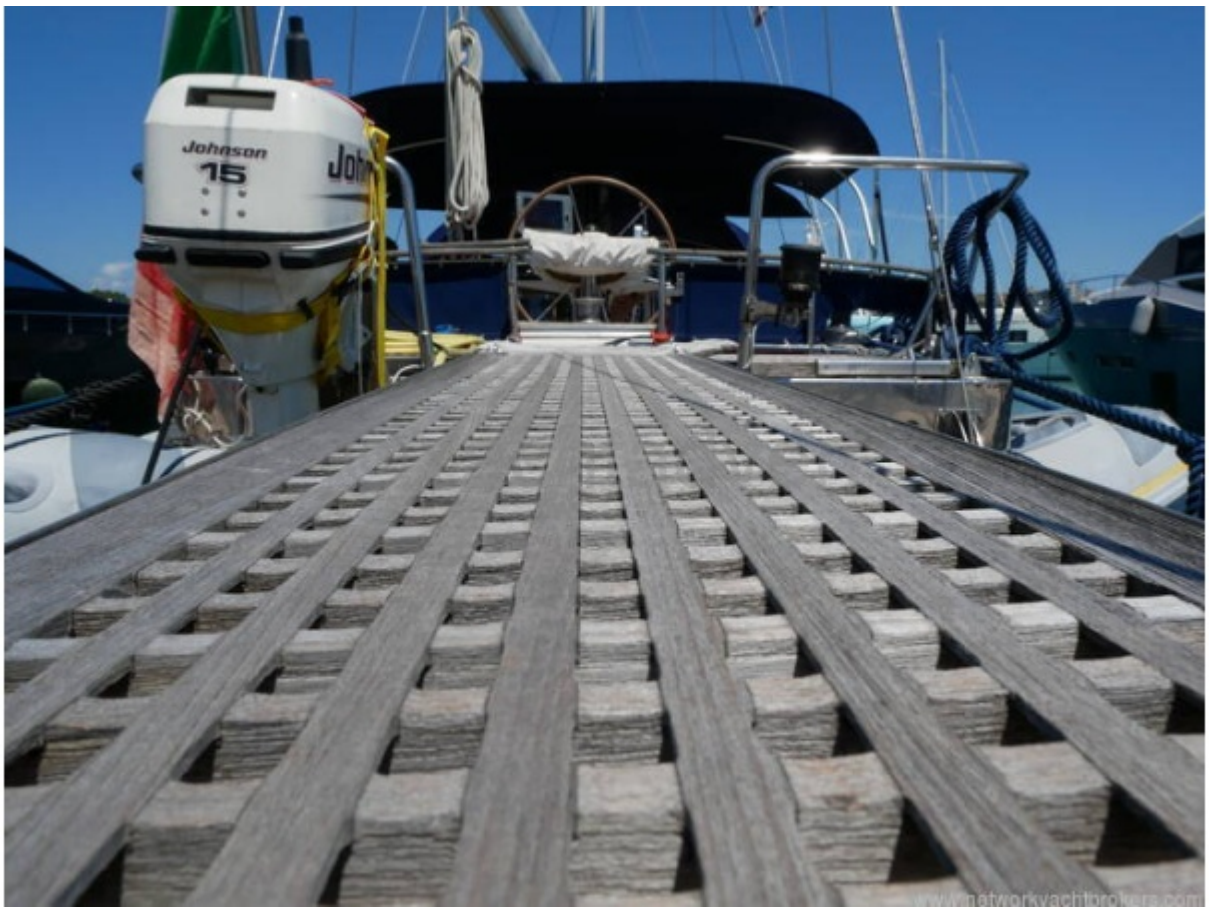

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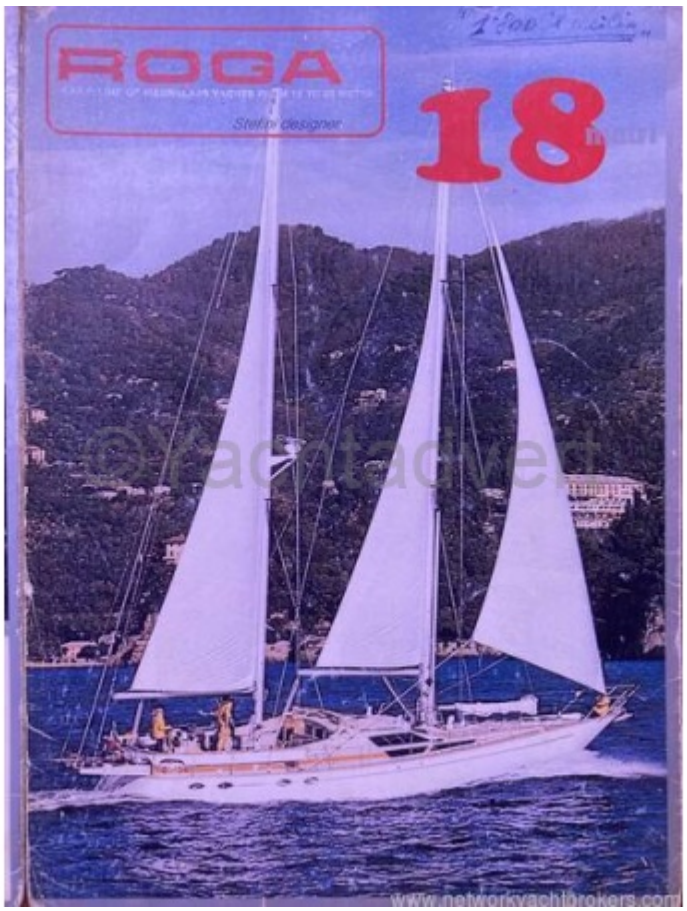

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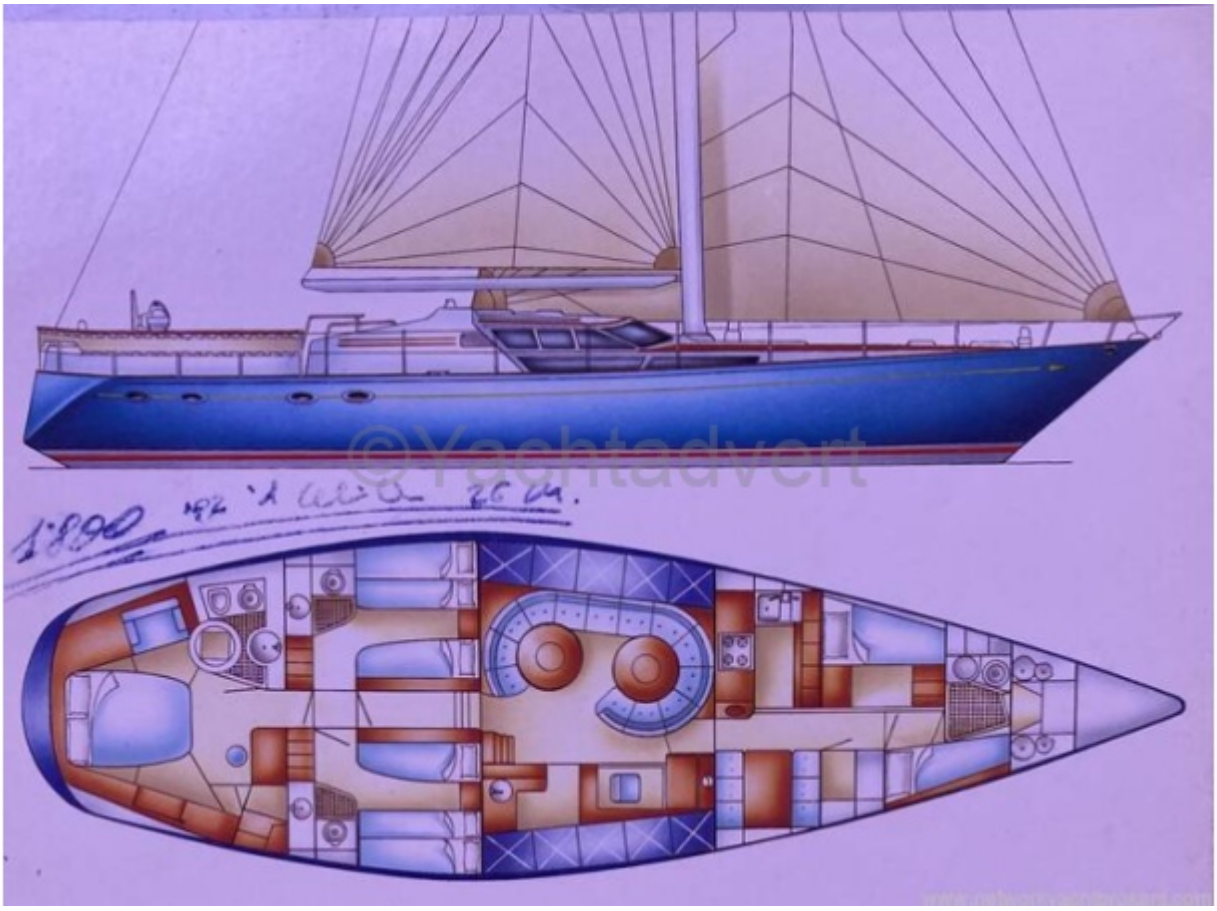



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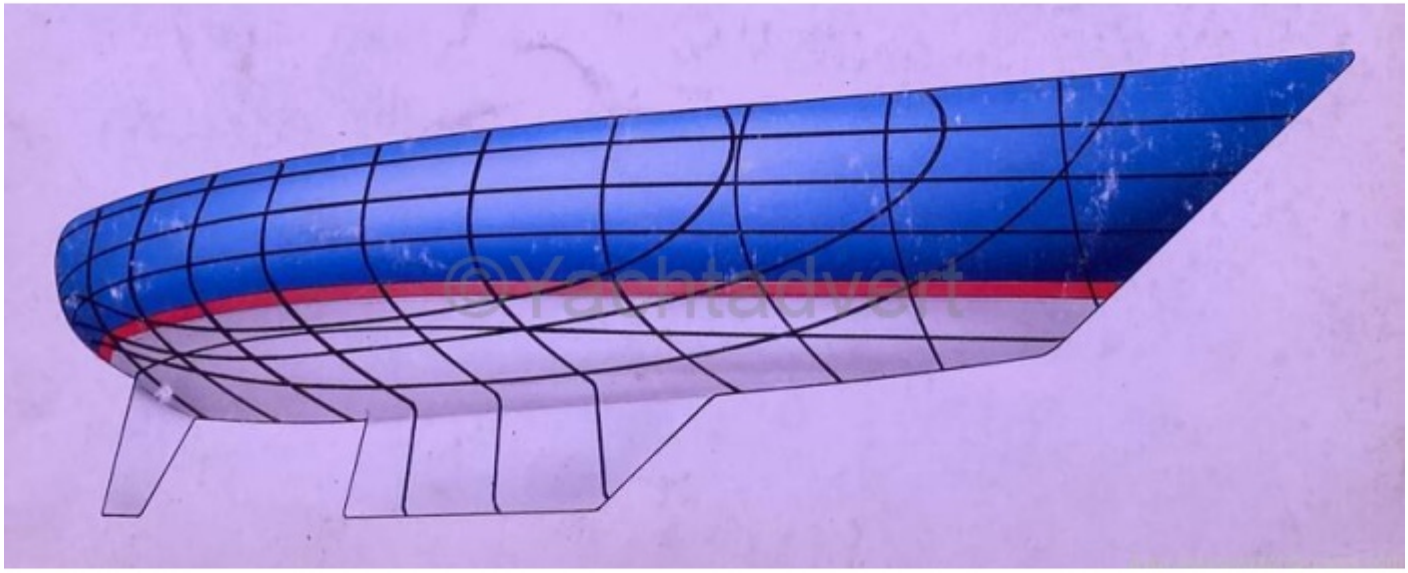



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