Antares 10.20 - 1990

https://www.yachtadvert.com/2887-beneteau-antares-10.20.html

19 990 EUR incl vat



General

Year : 1990
Length : 31.00 Ft
Life Raft : No
Leasing in progress : No

Builder : Beneteau
Material : GRP
Beam : 11.00 Ft
Area : Near Nice, France

Engines

Fuel : Diesel
Power Unit. (HP) : 180

Engine Brand : MerCruiser D636TA
Engine(s) : 1

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Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

GPS : No

VHF : No

Watermaker : No

Radar : No

Sounder : No

Chartplotter : No

Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : No

Teak cockpit : No

Furling mainsail : No

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : No

Furling genoa : No

Spinnaker : No

Main equipment

Stern thruster : No

AC : No

Black Water : No

Tender : No

Bow Thruster : No

Marine Generator : No

Hot water : No

Flaps : No

Tender Engine : No

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Household appliances

Freezer : No
IceMaker : No
Microwaves : No
Oven : No
Electric stove : No
Gas stove : No
Washing machine : No
Heater : No
TV antenna : No
Dishwasher : No
SAT-TV : No
TV : No

Various

Remarks :
This charming Antares 10.20 has clearly been well cared for over the years and offers a warm, light, and inviting interior with quality light wood cabinetry and fitted carpets throughout the saloon. The bright saloon provides comfortable seating with excellent visibility, creating a pleasant atmosphere both underway and at anchor. Just two steps down, the functional galley is well equipped with fridge, microwave, oven, and generous storage space, making the boat practical for weekends away or longer coastal cruising. Accommodation comfortably sleeps four guests, with a spacious forward double cabin and a twin bunk guest cabin to starboard. The shower and WC compartment is located to port. A lovely example of the ever-popular Antares 10.20, combining practical cruising ability, economical shaft-drive diesel engines, and the solid reassuring feel for which these boats are well known.
Accommodation :
Accommodation comfortably sleeps four guests, with a spacious forward double cabin and a twin bunk guest cabin to starboard. The shower and WC compartment is located to port.
Inventory :

Mechanical :
Powered with twin MerCruiser D636TA - 3.6L inline-6 turbo diesel, rated at 180 HP at around 3,800 rpm on shaft drives. <ul type="disc"> 3.6L (219 ci) Inline 6-cylinder Turbocharged Mechanical injection 180 hp Shaft drive comfortable cruising around 15–17 knots top speed around 23-24 depending on weight Efficient fuel economy at ~17–18 knots - approx 45–65 L/h combined 180–250 nautical miles range depending on conditions from the 600litre innox fuel tank These diesel engines are know to have a good reputation for: <ul type="disc"> low-end torque fuel economy simplicity The engine bay is clean and the motors have obviously been maintained, with a service history by the two owners. However the boat has been used at the quay for the last 3 years and so a buyer should consider full engine servicing.
und low 20s depending on weight/condition.

FRANÇAIS Motorisation : deux MerCruiser D636TA — diesel turbo 6 cylindres en ligne de 3,6 L, développant 180 CV à environ 3 800 tr/min, montés sur lignes d’arbres. 3,6 L (219 ci) 6 cylindres en ligne Turbo diesel Injection mécanique 180 CV Transmission par arbres Vitesse de croisière confortable autour de 15–17 nœuds Vitesse maximale autour de 23–24 nœuds selon le poids Consommation économique à environ 17–18 nœuds : environ 45–65 L/h au total Autonomie estimée entre 180 et 250 milles nautiques selon les conditions grâce au réservoir inox de 600 litres Ces moteurs diesel sont réputés pour : leur couple à bas régime leur faible consommation leur simplicité mécanique   La salle des machines est propre et les

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**moteurs ont visiblement été entretenus, avec un historique de maintenance assuré par les deux propriétaires. Cependant, le bateau a été utilisé à quai ces trois dernières années ; un acheteur devra donc prévoir une révision complète des moteurs. ITALIANO Motorizzata con due MerCruiser D636TA — diesel turbo 6 cilindri in linea da 3,6 L, con 180 CV a circa 3.800 giri/minuto, installati su trasmissioni ad asse.3,6 L (219 ci) 6 cilindri in linea Turbo diesel Iniezione meccanica 180 CV Trasmissione ad asse Velocità di crociera confortevole intorno ai 15–17 nodi Velocità massima intorno ai 23–24 nodi a seconda del peso Consumi contenuti a circa 17–18 nodi: circa 45–65 L/h complessivi Autonomia stimata tra 180 e 250 miglia nautiche a seconda delle condizioni grazie al serbatoio inox da 600 litri Questi motori diesel sono conosciuti per: ottima coppia ai bassi regimi consumi contenuti semplicità meccanica   La sala macchine è pulita e i motori mostrano evidenti segni di manutenzione regolare, con storico manutenzione da parte dei due proprietari. Tuttavia, la barca è stata utilizzata in banchina negli ultimi tre anni; un acquirente dovrebbe quindi prevedere un tagliando completo dei motori. **
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