



## Antares 10.20 - 1990

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

19 990 EUR incl vat



### General

Builder : Beneteau  
Material : GRP  
Beam : 11.00 Ft  
Life Raft : No  
Leasing in progress : No

Subtype : Pleasure  
Year : 1990  
Length : 31.00 Ft  
Draft : 0.00 Ft  
Area : Near Nice, France

### Engines

Fuel : Diesel  
Power Unit. (HP) : 180

Engine Brand : MerCruiser D636TA  
Engine(s) : 1

## 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

Hydraulic 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

---

# Household appliances

Freezer : No

Microwaves : No

Electric stove : No

Washing machine : No

TV antenna : No

SAT-TV : No

IceMaker : No

Oven : No

Gas stove : No

Heater : No

Dishwasher : 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.**

- 3.6L (219 ci)
- Inline 6-cylinder
- Turbocharged
- Mechanical injection
- 180 hp
- Shaft drive
- comfortable cruising around 15&ndash;17 knots
- top speed around 23-24 depending on weight
- Efficient fuel economy at ~17&ndash;18 knots - approx 45&ndash;65 L/h combined
- 180&ndash;250 nautical miles range depending on conditions from the 600litre inox fuel tank

These diesel engines are known to have a good reputation for:

- 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.

**FRAN&Ccedil;AIS**

**Motorisation : deux MerCruiser D636TA &mdash; diesel turbo 6 cylindres en ligne de 3,6 L, d&acute;veloppant 180 CV &agrave; environ 3 800 tr/min, mont&eacute;s sur lignes d&rsquo;arbres.**

3,6 L (219 ci)

6 cylindres en ligne

Turbo diesel

Injection m&eacute;canique

180 CV

Transmission par arbres

Vitesse de croisi&egrave;re confortable autour de 15&ndash;17 n&ouml;uds

Vitesse maximale autour de 23&ndash;24 n&ouml;uds selon le poids

Consommation &eacute;conomique &agrave; environ 17&ndash;18 n&ouml;uds : environ 45&ndash;65 L/h au total

Autonomie estim&eacute;e entre 180 et 250 milles nautiques selon les conditions gr&acirc;ce au r&eacute;servoir inox de 600 litres

**Ces moteurs diesel sont r&eacute;put&eacute;s pour :**

leur couple &agrave; bas r&eacute;gime

leur faible consommation

leur simplicit&eacute; m&eacute;canique

&nbsp;

La salle des machines est propre et les

moteurs ont visiblement &eacute;t&eacute; entretenus, avec un historique de maintenance assur&eacute; par les deux propri&eacute;itaires. Cependant, le bateau a &eacute;t&eacute; utilis&eacute; &agrave; quai ces trois derni&egrave;res ann&eacute;es ; un acheteur devra donc pr&eacute;voir une r&eacute;vision compl&egrave;te des moteurs.</p><p><strong>ITALIANO</strong></p><p><strong>Motorizzata con due MerCruiser D636TA &mdash; diesel turbo 6 cilindri in linea da 3,6 L, con 180 CV a circa 3.800 giri/minuto, installati su trasmissioni ad asse.</strong>3,6 L (219 ci)</p><p>6 cilindri in linea</p><p>Turbo diesel</p><p>Iniezione meccanica</p><p>180 CV</p><p>Trasmissione ad asse</p><p>Velocit&agrave; di crociera confortevole intorno ai 15&ndash;17 nodi</p><p>Velocit&agrave; massima intorno ai 23&ndash;24 nodi a seconda del peso</p><p>Consumi contenuti a circa 17&ndash;18 nodi: circa 45&ndash;65 L/h complessivi</p><p>Autonomia stimata tra 180 e 250 miglia nautiche a seconda delle condizioni grazie al serbatoio inox da 600 litri</p><p><strong>Questi motori diesel sono conosciuti per:</strong></p><p>ottima coppia ai bassi regimi</p><p>consumi contenuti</p><p>semplicit&agrave; meccanica</p><p>&nbsp;</p><p>La sala macchine &egrave; pulita e i motori mostrano evidenti segni di manutenzione regolare, con storico manutenzione da parte dei due proprietari. Tuttavia, la barca &egrave; stata utilizzata in banchina negli ultimi tre anni; un acquirente dovrebbe quindi prevedere un tagliando completo dei motori.</p></div></strong>











www.networkyacht.com























