

Ref : ERALL222993



Main datas

Builder :
Year : 2000
Length : 15,98
Draft : 1,10
hull : Monohull
Area : Others
Berth details :
Flag : France

Subtype :
Architect : Lenoir
Material : Aluminum
Beam : 4,67
keel : Centerboard integral
Life Raft : Yes
Mooring : Yes
Leasing in progress : No

Engines

Brand : Perkins
Montage : In Board (IB)
Power Unit. (CV) : 50
Comments :
Shaft : Shaft drive

Brand : Perkins
Fuel : Diesel
Comments :
Shaft : Shaft drive
Tank : 430

Facilities

Sailor Cabin : 2

WC : Sailor

Helm : No

Double Cabin : 3

Head : 2

Flybridge : No

Electronics

Radar details : FURUNO 1623 (2011)

Sounder details : RAYTHEON ST 60

Plotter details :

Watermaker details :

Radar : Yes

Autopilot : Yes

GPS : Yes

VHF : Yes

Watermaker : No

Bridge equipment

Hydrolic Gangway : No

Bath platform : Yes

Winter cover : No

Furling mainsail : No

Számok részletek: VONER Eset: Grand Ville 9etté2 1Tombouctou (520cm) de Tinnak 492m U3 p25es2le (2011) azy bag (2011) 1

Teak cockpit : Yes

Gangway : Yes

Davits : No

Electric windlass : Yes

Furling genoa : Yes

İstanbul Kültür Varlıkları ve Mirasları İl Müdürlüğü (2011) azy bag (2011) 1

Teak deck : No

Major equipment

Stern thruster : No

Group and thruster details :

Charger and AC details : TECPRO 12V /40 A

Tender : Yes

Details :

Bow Thruster : No

Marine Gen. : Yes

AC : No

Flaps : No

Tender Engine : Yes

Appliances

Freezer : No

Microwaves : No

Oven : Yes

Heating details :

Heater : No

TV : Yes

TV antenna : Yes

SAT-TV : No

IceMaker : No

Oven : Yes

Electric stove : No

SAT-TV : No

Divers

Comments : VIA 52, aluminum weighted dinghy, built by the shipyards of Paimpol and Fecamp en 1984. Not completed by this date, development work was carried out between 1996 and October 2000 day of his first launch. Built in a small series of five units, the VIA 52 is an excellent Drifting aluminum weighted sailing dinghy designed for the big trip. Very well insulated with a layout wanted by its sole owner in ash, elm and iroko, it has a beautiful interior, spacious, open and very bright. Its equipment provides a great autonomy and its careful and very Regular make it the ideal boat for a great start. SHELL The hull shaped, edged welded on T-bars (omega) and couplings Boilermaking work is classic and robust This unit is type DERIVEUR LESTE, the central drift is actuated by 2 hydraulic cylinders connected to a central. Manual operation is also possible either hydraulic or mechanical. The sides are lacquered (international painting Oct 2008). The bow is straight. The transom is equipped with a SKIRT with steps, BATHROOM and storage of survival. Sanded DECK, it is covered with a lacquer AWLGRIP complemented by an anti-slip paint AWLGRIP (2005). The foot block is welded. The Deck panels are GOIOT brand. The deck plan is as follows, from front to back, as follows: ONE FRONT BEACH WITH: · 1 anchorcheck with integrated electric windlass 1500 W · 1 davit rocker · 1 trunk 5 caps GOIOT UN ROOF LONG WITH: · Fixed and opening portholes · 4 bream · 3 opening GOIOT panels · 1 large GOIOT opening panel (above motors) · 1 pair of mast balconies A SELF-COCKPIT COCKPIT WITH: · 1 trunk with windlass manual GOIOT · 1 retractable table · 1 column wheel with compass · 2 banquettes face to face · Grating · 1 main access protected by windshield · Hood (2006) + Bimini (2011) ONE BEACH REAR WITH: · Storage boxes · 2 half-rear balconies · Stainless steel plate rack solar, antennas · Davits equipped with pulleys + d Infos click on Inventory















































