Ref Number SI150943

Three Mast Barquentine

Classic yacht / Flat and round bottom

Asking price: $ 2.900.000; VAT not paid

Dimensions: 54,40 m x 8,20 m x 5,10 m	Material: Steel
Year: 2009	Engine: Volvo Penta 450 HP
Lying: European Waters	

Description: The magnificent three masts barquentine Royal Helena was built in 2009 with the intention to capture the essence of what both traditional tall ships and modern vessels could offer in a single unit. Authentic sailing experience, combined with the necessary comfort and safety facilities for passengers, crew and the ship herself.
Rigged as a barquentine, Royal Helena features two decks, a sheer, a beam curvature, a transom and a clipper bow. She is in excellent condition and is ready to go either as a luxury charter yacht for business or for private use, or as a training or research vessel. 111 people could be trained on deck during short-term courses and 38 people could undergo training during long-term voyages.
She is a regular participant in tall ships events.

"Royal Helena"

General	
Deck design:	Teak deck on steel
Superstructure:	Steel
Steering system:	Electro Hydraulic steering system with emergency backup
Load displacement (kg):	254 tons gross
Boatyard:	MTG Dolphin PLC, Bulgaria
Designer:	Traditional design
Other:	Royal Helena has already navigated across the Black Sea, the Mediterranean and across the Atlantic Ocean on her way towards the Caribbean. She is similar in design to the barquentine Kaliakra, a competitor in tall ship races and events for more than 25 years, currently owned and operated by the Bulgarian Maritime Academy. Royal Helena is configured to be sailed both as a recreational and a training vessel, depending on the owner's preferences and needs. The design of the ship allows for the execution of various refitting operations and improvements, while still able to preserve her tall ship nature. Her overall length is 54.40m, her hull length 44.90m en the length between the perpendiculars 37.00m. The estimated range under power and sail/engine combined of the vessel is 3500/4000 NM.

Accommodation	
Saloons:	Dining area with 65 seats and bar area with 12 seats
Cabins:	2 cabins for 1 person each, 5 cabins for 2 persons each, 4 cabins for 2+1 persons each, 1 dormitory for 14 persons, 1 dormitory for 7 persons
Berths:	Total 45
Toilet:	Each cabin has a shower and WC
Cooking device:	4 hot-plates (380 V), 2 hot-plates (220 V)
Oven:	2 ovens (380 V), 1 oven (220 V) and a grill (380V)
Microwave oven:	1 microwave (220 V)
Fridge:	4 big freezers- 1m/1m/1m, (220 V) specially designed for Royal Helena and one freezer for fish (220V)
Air conditioning:	All cabins are equipped with A/C adjustable separately for each cabin. Air conditioning unit 144.000 BTU Veco Climma CWS 1443RCU 400/3/50. Each compartment has a separate unit
Other:	professional dish washing machine - 50 dishes in 120 seconds, consumer laundry machine "Indesit " , 220 V.

Engine, electrics, water	
Power:	450HP
Make:	Volvo Penta D12D-C MH
Fuel tank:	9 tanks for 35.33 tons diesel and 20 Ltr Gasoline for the dinghies.
Propulsion:	A variable pitch propeller - CP Propeller 4-blade, diameter 1700 mm, Mekanord 350HS/LS
Cruising speed (knots):	7.8 kts
Max speed (knots):	10.1 kts
Fuel consumption:	The estimated range under power and sail/engine combined of the vessel is 3500/4000 NM

Bow thruster:	2 Hydraulic Vetus bow thrusters, 33 Kw each, BOW 550HM.
Voltage:	380VAC, 220VAC, 24VDC
Operating panel:	Modular system for automation of the electric plant - SIGMA Selko
Generator:	3 Generators: Caterpillar C4.4 DIT, 75.HP/56kW at 1550 rpm 51ekW
Water pressure system:	2 Hydrophore systems for salt/fresh water, each 0.17 m3. 3 x 380V Hydrophore pumps, 3.6-7.9 m3/hour at 0.30-0.55MPa. One stand-by pump. 2x 220V Hydrophore pumps, 1.2-3.6 m3/hr at 0.4MPa
Water tank:	4 special coated steel water tanks can store up to 30 tons of fresh water
Holding tank:	4 Sewage tanks with total capacity of 5.85 m3, Bilge water tank:1.7 m3 Condensate tank: 0.27 m3
Water maker:	Indomar MC2J with approximate capacity of 4000 Ltr/24hr
Other:	Shaft size and steel grade - COMPLECT MEKANORD 350HS/LS, Stuffing box and stern bearing - COMPLECT MEKANORD 350HS/LS, Hydraulic transmission- Complect Mekanord (ratio 5,53:1) Automatic generators breakers - NS160N-F/FC SCHNEIDER Modular system for automation of the electric plant - SIGMA SELKO One UV water sterilizer with capacity of 5m3/hour

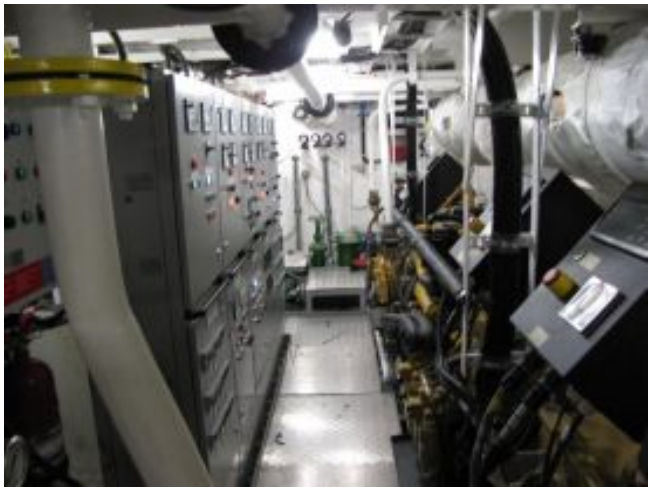
Rig and sails

Type:	3 Mast Barquentine
Spars, stays:	Steel masts with stainless steel wire rope rigging
Winches:	3 electric Harken winches on main and mizzen masts
Sails material:	Dacron 350-450 gr/m2, total area 1000m2
Main sail reefing system:	Furling system for 3 square sails
Genoa reefing system:	Furling system for 4 staysails and 3 main staysails
Other:	Length of fiber ropes on board: 6000 mtr, length of wire ropes: 2700 mtr Professional sewing machine and sail material on board.

Navigation and electronics

Compass:	Gyrocompass, Sperry Marine NAVIGAT X MK2 Type 4991, and Beta 2 professional Cassens&Plath
Log/speed:	Airmar ST800 speed/temparature sensor, Raymarine ST60 Tridata
Depth:	Airmar flush sensor, Raymarine ST60 Tridata
Wind:	Yes
Autopilot:	Raymarine Smartpilot SPX with hydraulic drive
Radar:	2x Raymarine C120 Display with RD218 Radome 2Kw
GPS:	Raymarine Raystar 125 SDGPS Antenna
VHF:	Raymarine: 1 x RAY49 D-DSC, 1 x RAY55E D-DSC, 2 x RAY101E portable VHF
Weatherfax/Navtex:	Navtex NAV-7 GMDSS
Short wave transmitter:	MF/HF+ DSC - Furuno FS2570, 250W
Inmarsat:	SAT M - MINI-M KVH TracPhone 252 and SAT C - Furuno Felcom 15

Other:	GMDSS Area A1 A2 A3 AIS - CSB AIS transponder class B APZ – 6/S FAMOS Battery-less telephone system Loudhailer: Raymarine RAY430 Whistle and whistle controls - Zetfon 400/300 DC

Equipment	
Anchor:	20.5mm chain
Windlass:	Yes
Tender:	6 person RIB Zebek 420
Outboard engine:	Mariner 40HP

Safety	
Epirb:	Jotron TRON 45SX
Life raft:	4 life rafts DSB LR07 25P manufactured by DSB Deutsche Schlauchboot GMBH
Fire extinguisher:	All the compartments are equipped with fire alarm system “Servo Fighter C4”. The vessel has powder and CO2 portable fire extinguishers.
Other:	Rescue and survival equipment is in accordance with the Code of Special Purpose Ship and SOLAS. The vessel was built in accordance with the GZ and AVS Stability curve regulations. We have intact and damage stability calculations, Tank usage and free surface moments, Angle of down flooding, Stability limits, Intact stability criteria, Weather criterion, Typical load cases - six typical load cases - no sails to full sails, Damage stability, Flooded conditions.