



Dolphin Yachts
INTERNATIONAL YACHT BROKERS

Dolphin Yachts S.L.

Club de Mar

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YBM Shipyard 36M

Builder:	YBM Shipyard	LOA:	36.00m (118'1")
Model:	36M	Beam:	8.70m (28'5")
Year:	1992	Draft:	3.60m (11'8")
Construction:	Steel/Alum	Fuel:	26.000 Litres
Accommodation:	10 berths in 5 cabins	Water:	7.000 Litres
Designer:	Yacht Studio Strawinski	Engines:	2 x 450hp MAN
Displacement:	189 tons	Keel:	Fin

2.500.000 € EU VAT paid



ENGINE:

2 x 450hp MAN D2876 EL403

Engine Hours: 3500 aprox.

SPEED:

12,5 knots aprox.

CRUISE RANGE:

3200 nautical miles

CAPACITIES:

Fuel: 26000 Litres

Water: 7000 Litres

Holding: 6000 Litres

MECHANICAL EQUIPMENT:

Oil storage tank 150 litres

Used oil storage tank 150 litres

Machinery

2x ZF 360 gear boxes

2x Kohler 33 kw 380v generators

2x Hundested variable Pitch propellers

50-70 PSI air compressor

Hamann Super Mini 2520 litres/day sewage treatment plant

Alpha Laval diesel cleaner

2x 220 CC engine PTO pumps

2 X 170 CC generator PTO pumps

Additional 9kw electric PTO

Atlas Classic 3 30 kva shore power

Idromar 550 litres/hour watermaker

Climma 148000 BTU 3 compressors air conditioning

8x 24v bilge pumps

24v emergency bilge pump with manifold

380v emergency fire fighting pump with 2x 20m hoses

Honda emergency portable pump for bilge pumping and fire fighting

Fire detecting system with smoke/heat detectors

2x 50 kg CO2 cylinders for engine room

Fresh water pump and accumulator

2x 150 litres water heaters

2x CCTV inside engine room

2x CCTV on deck

Sternthruster (2010)

Bowthruster

Additional fuel/range information

Motoring only - transatlantic range - 3.200 miles at 8 knots

Approximately 14 days pure engine (no sailing or sail assist) calm conditions

With normal tanks full burn is around 1500 litres/day

At 10 knots burn goes up to around 1650 litres/day

At 11 knots burn reaches approximately 1800 litres/day

At the supper economy end of the scale at 7 knots, burn drops to around 1300 to 1400 litres/day

Sailing gives unlimited range remembering that the generators burn 160 to 200 litres/day depending on load (how hot the weather is etc.)

However, she was conceived as a motor sailor capable of maintaining a high average speed and is much happier motor sailing than any other configuration.



ACCOMMODATION:

Berths: 10

Cabins: 5

Head: 5

Crew Berths: 5

Crew Cabins: 2

Lower deck

The interior layout was drawn by British designer Stuart Cockram and is made of light ash wood giving a warm inviting atmosphere to the entire yacht.

The main saloon has an inlaid feature table on the port side with seating around and couches on the starboard side, with the navigation and interior helm position being screened from the main saloon by plants in a recessed planter formed by the back of the saloon seating.

Moving aft of the saloon down the stairway into the aft passageway to the lower deck, is the master suite consisting of a very spacious main cabin with king size bed, a seating area with small inlaid table, and a curved corner writing/computer desk with drawers. There is an en-suite bathroom located on the port side along with a dressing room (walk-in closet).

Forward of the master cabin and on the port side there is a study with couches and large plasma TV with surround sound cinema. The inlaid table there can be removed, and a folding double bed hidden under the seating can convert this area into an additional cabin, if required.

On the starboard side, there is an en-suite guest cabin with a single 0.95m wide berth + 1 Pullman.

Moving forward from the main saloon down the stairway into the forward passageway you find on the starboard side a fully refitted galley and adjoining dry store, and on the port side an en-suite VIP guest cabin with large 1.5m-wide walk-around double berth.

Continuing forward there are two good sized en-suite guest cabins with two (upper/lower) berths each.

The fore ship is dedicated to the crew, with crew mess located on the starboard side and the en-suite captains cabin with upper & lower berths on the port side.

There is also forepeak crew cabin with three bunk berths and en-suite facilities.

GALLEY/LAUNDRY:

Galley

Dishwasher

3x Fridges

Freezer

Microwave

Stove

Lazarette

Washing machine

Dryer

Ice maker

Deep freezer

Garbage compactor

NAVIGATION:

Navigation

2x Raymarine E120 chart plotters

2x VDS 17" chart plotters with 2x Raymarine remote controllers



Raymarine ST 40 depth
Raymarine ST 40 wind
Raymarine autopilot
Robertson autopilot
Furuno Nextex NX-300
Echopilot FLS Platinum forward looking sonar
AIS (Automatic Identification System)
2x Raymarine GPS
Furuno GPS

Outside Station

2x Raymarine E120 chart plotters
Raymarine autopilot control
Robertson autopilot control
Raymarine ST 60 wind
Raymarine ST 40 depth
EPIRB (GMDSS)
SART (GMDSS)

Communication

Icom IC-GM651 VHF (GMDSS)
Icon IC-GM1600E portable VHF (GMDSS)
Simrad RD68 VHF
Furuno SSB FS-5000
Sailor Fleet 55 Satellite phone & Internet
Iridium portable Satellite phone
Inmarsat C Thrane & Thrane TT-3606E message terminal + Oki printer (GMDSS)
2x Emergency gel batteries for GMDSS station + Mastervolt charger mass24/25 (GMDSS)
Satellite TV antenna
Scanner
Fax machine

DECK:

Main deck

The deck is flush with a small teak toe-rail at the outer edge and has a total of 14 flush self-draining Nirvana cabin hatches, 4 large flush teak hatches giving access to two large under deck storage areas. Aft there are two large flush teak hatches leading to the lazarette.

The hydraulic garage door lowers completely into the water allowing the tender to be able to be driven onto the rollers on the door.

The main helm position located aft is constructed of aluminium and houses all the hydraulic joysticks and buttons controlling the powerful Bermudian rig together with all the navigation and wind instruments.

Forward of the helm position is a raised seating area with large cockpit table.

2x Custom hydraulic aft winches
Besenconi 4.5m electro-hydraulic gangway
2x 140kg Danforth anchors with 180m chain (16mm) each (2010)
2x Maxwell 6000 380v electric windlasses
Hydraulic transom bathing platform
Deck shower
Sun awning

SPARS & SAILS:

Sloop - Lewmar deck winches, custom hydraulic captive winches for genoa, staysail and mainsail

Mast - Nirvana in-mast furling

Boom - Nirvana hydraulic



Reefing systems - Reckmann headsail and staysail

Mainsail (2018)

Genoa and staysail - North Sails (2011- thoroughly serviced 2019)

TENDERS/TOYS:

Joker 3.5m RIB (2015) with Yamaha 15hp outboard (2016)

Bauer diving compressor

2x Full sets of diving gear

Water skies

Wake boards

Sea kayak

Yacht Line 50 cc folding motorbike

2x Folding bikes

2x Electric bikes

SERVICE HISTORY AND CONSTRUCTION:

Large refit in 2022 including paint, rig, windows etc.

The weather deck is constructed of 12mm teak laid on 2 layers of marine ply (1 x 14mm + 1 x 10mm) giving a total thickness of 36mm supported by steel frames.

BROKERS COMMENTS:

This comfortable, stable 118-foot ocean going private yacht is fast under sail with the benefit of a motor yacht performance under power. She was built in Poland as custom project specifically for safe and long-range voyages both in the north and in tropical regions. This all-year-round yacht features a lounge style seating area that is created around a varnished teak table. Completely refitted in 2010 and maintained to stringent standards by a professional crew 365 days a year. She boasts a 40-meter aluminium mast with in-mast furling mainsail. Her excellent sailing performance and clean decks with unique hydraulic boom will without doubt turn heads wherever she goes. Sails are handled by 4 captive, 6 hydraulic and 2 manual winches. The hydraulic transom door provides safe and easy launch of the yacht's tender and water toys. Her swimming platform is also covered by teak and fitted with a wide comfortable swim ladder which allows pleasant access to swimming and diving activities. Maximum attention has been paid to comfort and safety thanks to a 10 cm thick extensive thermal, vibration and acoustic insulation, which ensures superior noise reduction. Climma 148.000 BTU air conditioning system has been installed throughout the vessel with each cabin individually controlled by a digital panel. In 2010 she was fitted with a powerful stern thruster and improved bow thrusters which assists in safe and easy maneuvering in confined spaces.

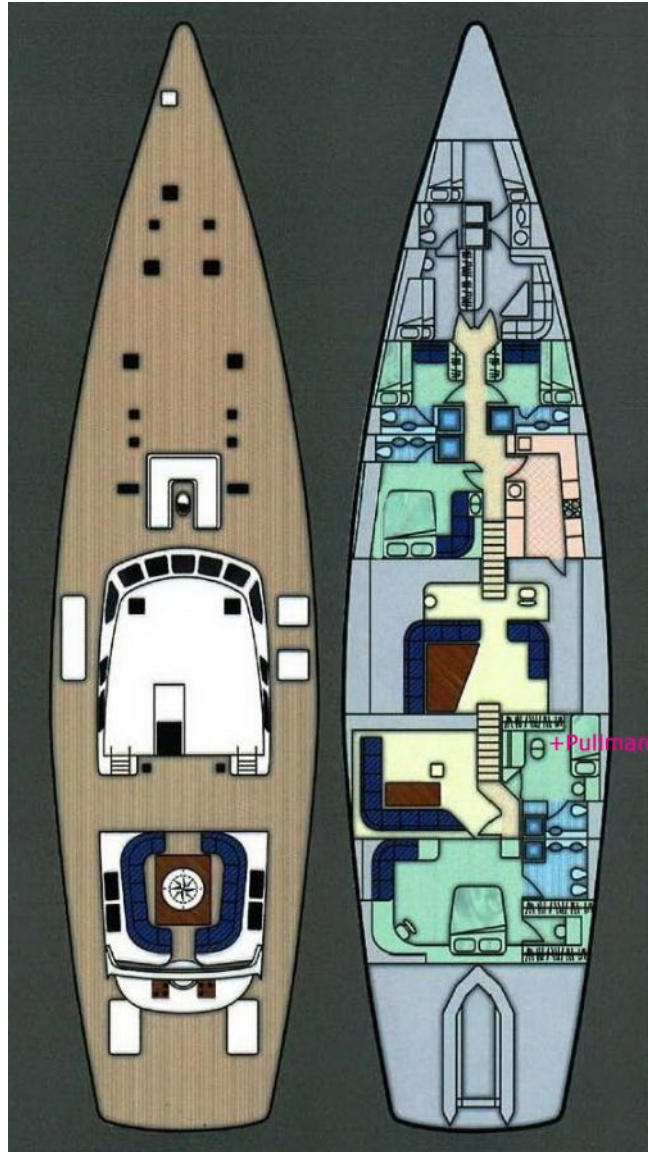
LYING:

Greece





Layout Plans



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