



MONARA

84' (25.80m) 1969 Feadship Custom
Spain



OVERVIEW

Manufacturer:	Feadship	Hull Material:	Steel
Engines:	4 Gardner	Cruise Speed:	10 Knots
Engine Model:	8L3B	Max Speed:	12 Knots
Engine HP:	230	Cabins/Heads:	4 /
Beam:	19' 3"	Fuel Type:	Diesel
Max Draft:	6' 11"	Fuel:	1981 G (7500 L)
Water:	1083 G (4100 L)		

Call for Price



Data Sheet

Category: Motor Yachts

Condition: Used

Model Year: 1969

Refit Year: 2016

Beam: 19'3" (5.87m)

Max Draft: 6' 11" (2.13m)

Min Draft: 2' (0.00m)

LOA: 84' 7" (25.80m)

LWL: 75' (22.98m)

Cabins: 4

Sleeps: 8

Single Berths: 4

Twin Berths: 2

Queen Berths: 1

Crew Sleeps: 4

Maximum Speed: 12 Knots

Cruise Speed: 10 Knots

Fuel Type: Diesel

Hull Material: Steel

Hull Shape: Displacement

Air Conditioning: Yes

Gross Tonnage: 83

Displacement: 120 tonnes

Stabilizers: Zero Speed

Stabilizer Brand: matn

Fuel Tank: 1981 gal (7500 liters)

Fresh Water: 1083 gal (4100 liters)

Holding Tank: 1981 gal Classification:

Malta Commercial with Spanish charter license

MCA Certified: No

Builder: Feadship

Stock #: 314659af-9a9c-ed11-aad1-000d3a32e98f

Engines/Generators

Engine 1

Gardner

8L3B

230HP

171KW

Hours: 2870

Year: None

Engine 2

Gardner

8L3B

230HP

171KW

Hours: 2870

Year: None

Engine 3

WP4 CD66E200

60KW

Hours: 5299

Engine 4

Onan

Hours: 2143

Summary/Description

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MAIN CHARACTERISTICS

LOA:	25,81 m / 84'8"
LWL:	22.98m / 75.4
Beam:	5,87 m / 19'3"
Draft:	2,13 m / 6'12"
Speed:	10 Knots
Year Build/Rebuild:	1969 / 2016
Fuel Capacity:	7,550 litres
Fresh Water:	4,100 litres
Yard:	Feadship De Vries
Type:	Canoe stern Motor Yacht
Displacement:	100 tons
Gross Tons:	81.2 GRT
Net Tons:	34 NT
Consumption:	33 ltrs/hrs approx.
Range:	1,900 nm approx.
Class:	Malta Commercial (July 2027) with Spanish charter license
Naval architect:	De Voogt Feadship
Refit Design:	Kees van den Hoek & Feadship

ACCOMMODATION

Cabins:	4 guest cabins total. 2 with double beds, 2 with single or doubles. (Transformable)
Crew:	4 crew in 2 cabins.

KEY FEATURES

- Feadship pedigree
- Completely rebuilt at Feadship in 2016
- Zero speed stabilizers
- Two convertible cabins
- Large sun deck
- Low fuel consumption
- Electric battery autonomy for complete silence overnight

CONSTRUCTION

Welded steel hull and superstructure. The wheelhouse roof, mast, funnel and upper sun deck is aluminum and composite. Main and upper decks are teak laid over steel with epoxy treated plywood underground.

ELECTRONICS & NAVIGATIONAL EQUIPMENT

- Complete "Yacht control" NMEA 2000 system.
- PC based system with back up computer in case of failure.
- Raymarine 5004 radar 12kw
- Raymarine VHF
- Raymarine "smart" pilot with wireless remote control and constant running hydraulic pump.
- Raymarine AIS Class A transceiver
- SAILOR 6004 Control Panel
- Depth sounder.
- Weather station.
- Navionics+ based chart plotter
- NMEA software switches
- Twin daylight "touch" screens.
- NMEA 2000 and IP based (CAT 5 cables) networks throughout the ship.
- 2 x handheld VHF's with Bluetooth headsets.
- AIS class A.
- Central tv digital antenna system.
- Underwater bow and stern camera, aft deck and forward-looking mast cameras.
- Underwater LED lights at stern, side and bow. (Disconnected)
- Iridium satphone.

- HP wireless printer/scanner.
- On board Pepwave Wi-Fi system.
- Smart phone/tablet/PC/MAC wireless connection to allow remote monitoring and switching of most of the systems.
- Retractable dashboard.
- EPIRB.

ELECTRICAL SYSTEMS

- 12/24V DC
- 220/380 V AC 50 Hz
- 2 x 24V engine starter gel batteries.
- 40 x 200 amps (total 8000 amps)
- 24V service gel batteries.
- 3 x 8Kw DC/AC Victron converters (total 24 Kw)

DECK EQUIPMENT

- Lofrans anchor winch, with 2 x 150KG anchors and 2 x 100 meters 14mm chain.
- Fresh and sea water rinse system.
- Compressed air connection.
- FEEBE 750kg hydraulic deck crane.
- Aft deck capstan 24 volts.
- 2 x 6 persons Oceansafety Life rafts in fiberglass containers.
- Hydraulic retractable passarelle.
- Hydraulic port side boarding ladder
- 4 x Fishing rod supports.
- Buell trumpet chrome air horn cluster
- Searchlight.
- Hot and cold shower main deck
- 2 x fridges upper deck.
- 1 x Wine cooler fridge

ENGINE & MECHANICAL EQUIPMENT

- 2 x 230 Hp. Diesel Gardner 8L3B main engine
- Port Engine Hours: 2,870 (3,000 hour service completed March 2024)
- Starboard Engine Hours: 2,870 (3,000 hour service completed March 2024)
- Gardner mechanical gearboxes.
- 2 x Main engine alternators.
- 1 x 60Kw ABATO WP4 CD66E200 generator.
- Generator Hours: 5,299 (full maintenance and updated injectors completed at 4,000hr)
- 1 x 33kw ONAN generator.
- Generator Hours - 2,143
- Shore Power connection 400v 32amp
- MATN Zero speed electric stabilizers.
- 2 x 4000aH Battery system for 8 hours dead-ship
- 2 x Side-Power 24 volts bow thruster.
- 280 ltr/hr watermaker.
- MAR-IX Marine regulated air-condition system.
- 1 x 200 ltr hot water boiler system
- In tank fitted Grundig rpm regulated freshwater pump
- 4 Hp 380 volts wastewater pump.
- Magnetic driven impeller centrifugal pumps for firefighting, bilge and water maker supply.
- 2 x CEN Dual Voltage Alternators
- 8 x SEPAR fuel filters.
- Fuel transfer pump with SEPAR filtering system
- Constant running 24 volts steering pump.
- Main engine driven stabilizer hydraulic pump.
- Holland Warmte diesel burner heater.
- Bilge Pump PAM80 230v/400v
- Fire Pump Delta 220v

TANKS

Fuel: 7500 liters in 2 tanks

Water: 4100 liters in 1 tank

Black Water: 660 liters in new custom plastic tank.

GALLEY/LAUNDRY

1 x Samsung Washing Machine

1 x Samsung Drying Machine

1 x Bosh Induction Hob

1 x AEG Micromat Oven

4 x Victrifrigo Fridges

1 x Sonic Pro Freezer

3 x Additional Freezer's

TENDERS

Highfield Model OM390 with 50 HP outboard engine.

AFT DECK

Monara's classic canoe stern offers an aft deck under the extended top deck which includes a built-in U-shaped settee aft that will accommodate 12 around an extendable teak varnished wood table. In addition, there are five teak chairs, an icemaker and drinks fridge.

UPPER DECK

The upper deck has a large 10-person aft sun bed featuring an integrated table that can be raised to transform into a dining / lounge seating. The center of the upper deck has an L shaped lounge sofa with coffee table and 2 fauteuils.

Forward, above the wheelhouse is a further 8-person sun bed with seating. The chimney houses a retractable gas barbeque (disconnected), 2 fridges, one wine fridge and a wetpoint with hot/cold water.

The upper deck Sonos music system consists of 8 x 250-watt speakers and a built in 1000 watts subwoofer.

The sundeck is covered with high tension "shade sails". These sails can be adapted to the amount of shade required. The supports for the shade sails have a built in LED directional spots which illuminates indirectly the shade sails at night.

SALON

Step through the automatic opening teak door into a large salon finished in oak and upholstery. An "L" shaped settee is to port and opposite is a full-length cabinet with including a built-in pop-up TV, an icemaker and drinks fridge to serve the aft deck and salon. The stairs to the guest cabins are aft to starboard. Access to the master cabin is forward on the starboard side next to the dining area.

The salon has a glass panel in the floor to show the immaculately restored Gardner main engines. The engine room

lighting is adapted to offer “ambiance” light in the evenings into the salon.

BRIDGE

Bridge

The bridge can be accessed through the salon, and through two “Dutch doors” either side which can provide access to the main deck. The bridge also offers a second salon with 2 raised L shaped settees and tables, allowing full panoramic views.

All bridge and navigation equipment can be electrically lowered to completely hide all controls and navigation systems.

The extensive rebuild transformed the bridge in a neat and clean area leaving whilst still boasting the original (restored) steering wheel, engine controls and compass.

GALLEY

Opposite the dining table on starboard is the semi-open galley with a 4-plate induction hob, oven/microwave, dishwasher and large fridge. The galley also has a “Dutch door” that can open directly to the main deck. The worktop is finished in black granite and brushed stainless steel.

MASTER CABIN

The master cabin is forward and has a queen size bed, a built-in desk, settee, large drawers featuring a locker cabinet and 1 large walk in wardrobe. 4 large hull windows flood the cabin with natural light and stunning sea views. Priva-Lite glass in the bathroom door further lightens the cabin and turns opaque at the touch of a button. The ensuite is a large wet room, with her & hers sinks and two hull windows with sea views.

As with all other cabins, the LED tv is hidden behind a one-way mirror, leaving it completely out of sight when switched off. The master cabin also has a superior AV system, with a subwoofer hidden under the bed, producing excellent quality noise and vibration when watching a movie or listening to music. Music is also available in the bathroom.

VIP & GUEST CABINS

Below deck and aft, is the VIP cabin with ensuite bathroom / toilet. Down the same staircase you will find two further guest cabins with a shared bathroom / toilet midships. Both guest cabins can be quickly transformed into either two single or double beds. LED tv's are hidden behind one-way mirrors, leaving them completely out of sight when switched off.

CREW QUARTERS

The crew cabins are accessed through the foredeck “doghouse”. There are 2 crew cabins with 2 superposed beds in each cabin. The port cabin has an upper bed that can be extended to provide a double bed. There is a large crew shower and toilet, with ample storage.

STORAGE

Below the crew quarters is a large storage area. This space contains a large washing machine, drying machine, two freezers and lots of storage space for food, drinks etc.

BULBOUS BOW

A bulbous bow was fitted during the rebuild to reduce fuel consumption, compensate added weight in the bow and for better sea keeping.

Monara's sea keeping is more comfortable due to much less pitching against the waves. Also, the bow contains the underwater camera and light.

ENTERTAINMENT SYSTEMS

All cabins and the salon are equipped with a PC based entertainment system. As well as movies, tv and music, the system allows guests and crew to view the mast, aft deck cameras and the special stern and bow underwater cameras.

The salon, pilot house, aft deck and upper deck are equipped with a "Sonos" sound system. This system allows remote control by either the Sonos controller, or any PC, Mac, tablet or smart phone. All areas can play synchronized music, or separate music choices and volumes. There is in addition an Ipod docking station in salon.

TECHNICAL SYSTEMS

All technical systems are concentrated in the engine room. The Waste tank, boilers, pumps, hydraulic power packs are fully rebuilt in 2016. By keeping all systems in the engine, it has reduced the interior noise and prevents any guest spaces being disturbed should a fault arise.

TOILET SYSTEM

A "Gravity" based sewage system for the toilets allows for "silent" flushing. This system does not have any noise producing pumps or macerators in or under the cabins.

ELECTRIC SYSTEMS

The 4000 amps maintenance free gel batteries provides at least 8 hours of autonomous power for all systems. This includes power for all 220- and 380-volts consumers including air- conditioning, pumps, lighting etc.

All lighting is LED and dimmable. Using LED reduces the power consumption with 75% for lighting.

This system allows complete "silent" running while at anchor, or in port without shore power.

While underway on either one or two Gardner main engines, each main engine provides ample charging power to maintain/charge the batteries and still have all systems running. The use of the auxiliary generators is not needed while cruising.

HEAT RECOVERY

All waste heat for cooling the main engines or generator is reused for heating the warm water supply.

Pre-heating or maintaining operation temperature for the main engines is taken from the generator's cooling system, electric or diesel burner.

FUEL ECONOMY

M/Y Monara's propulsion, hull design and engines allow for a low fuel consumption. With the correct conditions, guests enjoy a reduction of around 30% less than a conventional yacht of this size.

Tests showed an average consumption of 33 litres per hour total both engines running.

ENGINE ROOM

The engine room was completely rebuilt with new systems in during the 2016 refit.

The main engines had a full 2016 rebuild, repainted with special 2 component paint, chromed details and polished copper piping.

The engine room layout allows easy access to all systems, ensuring reduced maintenance and repair costs.

There is full electronic main engine monitoring through a NMEA 2000 system. There are sensors for measuring each cylinder exhaust temperature, 2-point water temperature, rpm sensors for prop shafts and engines to allow precise synchronizing. Vacuum meters on all fuel filters, allowing replacement only when needed. Temperature regulated ventilation to reduce power consumption. Maintenance free prop shaft stuffing boxes. Full toolkit, including Gardner special tools and workbench.

RELIABILITY

Monara was rebuilt with all modern systems, should there be a major power/electronics failure, her rebuild ensures that she can still run in all circumstances.

The main engines can be manually started, and power will then be generated with one or all 4 alternators of 400 amps capacity each.

The engine controls are 100% mechanically operated, no electric or hydraulic power required. Each engine still has mechanical temperature and oil pressure gauges fitted.

Fuel supply can be rapidly chosen for each engine from either the forward or aft tanks, should the unfortunate instance that one of the tanks is contaminated.

There are 3 ways to pump the bilges; fire pump, regular bilge pump or main engine seawater pump.

The AC power can be supplied directly from shore or generator, should there be an issue with any of the 3 Victron converters.





























