



CAPELLA

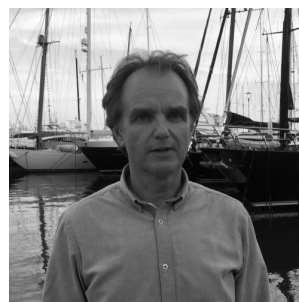
68' (20.80m) 2001 Y.B.M Ltd Custom
Spain



OVERVIEW

Manufacturer:	Y.B.M Ltd	Hull Material:	Steel
Engines:	4 MAN	Cruise Speed:	8 Knots
Engine Model:	D2866E	Max Speed:	10 Knots
Engine HP:	217	Cabins/Heads:	3 / 3
Beam:	16' 4"	Fuel Type:	Diesel
Max Draft:	8' 2"	Fuel:	2377 G (9000 L)
Water:	977 G (3700 L)		

€795,000



Data Sheet

Category: Motor Yachts

Condition: Used

Model Year: 2001

Beam: 16'4" (5.00m)

Max Draft: 8' 2" (2.50m)

Min Draft: 2' 2" (2.00m)

LOA: 68' 2" (20.80m)

LWL: 55' 3" (16.85m)

Cabins: 3

Sleeps: 6

Twin Berths: 2

Double Berths: 1

Full Beam Master: Yes

Heads: 3

Crew Sleeps: 2

Maximum Speed: 10 Knots

Cruise Speed: 8 Knots

Range NM: 1400

Fuel Type: Diesel

Hull Material: Steel

Air Conditioning: Yes

Displacement: 85 tonnes

Fuel Tank: 2377 gal (9000 liters)

Fresh Water: 977 gal (3700 liters)

Holding Tank: 2378 gal Classification: CE & Lloyd's

MCA Certified: No

Builder: Y.B.M Ltd

Exterior Color: White

Stock #: c117102e-af5e-

ed11-9562-000d3a32ec6d

Engines/Generators

Engine 1

MAN

D2866E

Inboard

217HP

161KW

Fuel: Diesel

Hours: 5260

Year: None

Engine 2

MAN

D2866E

Inboard

217HP

161KW

Fuel: Diesel

Hours: 5260

Year: None

Engine 3

MDKBP

13KW

Hours: 10300

Engine 4

M864W.3

20KW

Hours: 4630

Summary/Description

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BASIC DETAILS AT A GLANCE

BUILDER: Y.B.M. Ltd, Gdansk, Poland

MODEL: Custom steel trawler

LOA: 20.8 m

LWL: 16.85 m

BEAM: 5 m

DRAFT: 2.5 m

DISPLACEMENT: Approx. 85 Tons

YEAR: 2001

ACCOMMODATION: 6 in 3 double cabins

CREW: N/A

CRUISING SPEED & RANGE: 8 knots – approx. 1.500 nm.

FUEL CONSUMPTION: Approx 50ltr/hr at cruising speed

MAX SPEED & RANGE: 10 Knots

CLASSIFICATION: CE & Lloyd's

FLAG: Germany

TYPE: Classic-styled motor yacht.

HULL NUMBER: PL-YBMMY007F101

HULL TYPE: Round bilged with long keel

BUILDER: YBM Gdansk, Poland

NAVAL ARCHITECT: Newcruise, Germany

INTERIOR DESIGN: Newcruise, Germany

TECHNICAL/ENGINEERING: Valentijn Design, the Netherlands

HULL MATERIAL: Steel

SUPERSTRUCTURE MATERIAL: Aluminium

PAINT SYSTEM: Awlgrip Cloud White for the Superstructure / Awlgrip Snow White for the Hull topsides

DECK MATERIAL: 25mm teak on main deck, 10mm on flybridge. Teak capping rails.

WINDOWS: 15mm armour glass on the bridge, 12mm double glazing in the galley and saloon area.

ENGINE/S: 2x MAN diesel, model D2866E, 217 hp each

GENERATOR/S: ONAN 13.5 Kw, model MDKBP, new 2008

Northern Lights 20 Kw, model M864W.3), new 2007

DISPLACEMENT: 85 Tons

GRT: N/A

BALLAST: Long keel with integrated ballast

INTERIOR DESCRIPTION - ACCOMMODATIONS & ARRANGEMENT

General: The complete interior finished in teak wood with a satin finish.

The cabins and the saloon are fully carpeted.

All the mattresses and covers were renewed in 2018.

Headroom: Saloon, 228cm

Master cabin, 220cm

Forward cabin, 220cm

MAIN SALON:

On main deck with seating area and table to portside, two seats to starboard side. There is storage space in cabinets, lockers and an office desk. Aft of the saloon steps are leading to the lower deck aft.

GALLEY:

Forward of the saloon area with cooking area (hob, oven, grill) to starboard and counter tops with sink to portside.

BRIDGE:

Forward of the Galley area there is the bridge with steering position, captain's chair and all navigation & communication instruments. Sliding doors to both side decks and access to the forward lower deck.

MASTER CABIN:

Midships full beam with centreline double bed, a settee to portside and an extendable desk to starboard side, large ensuite bathroom (including bath & shower), toilet and walk-in wardrobe.

GUEST CABINS:

2x twin cabins, 1 forward and 1 aft, both with ensuite head, toilet and shower.

CREW ACCOMMODATION: If cruising with crew, the aft guest cabin would be ideal for 2 crew.

LAZARETTE: Located at the stern section with Miele washer/dryer, sink and door to the aft bathing platform. In the passage aft there is a walk-in fridge/freezer with large capacity.

DECK EQUIPMENT

Cramm hydraulic passarelle

Cramm hydraulic 660 Kg deck crane

Muir 4500 hydraulic anchor windlass

2x Muir electric capstans on foredeck for mooring lines.

2x anchors fore and aft, with 110m (16mm) fwd and 100m (10mm) aft marked at 10m intervals

Main fore anchor of 190 kg

Spare fore anchor stowed in case of loss.

2x Muir electric capstans on aft deck.

Solid teak expanding table with comfortable seating for 8 people.

The aft deck can be fully enclosed with "drop down" curtains.

Fixed bathing platform

Bathing ladder

Deck shower with hot and cold fresh water.

MECHANICAL & ELECTRICAL EQUIPMENT

ENGINES: 2x MAN diesel, model D2866E, 217 hp each

ENGINE SERVICED: 2021, regular service.

ENGINE HOURS & DATE RECORDED: 5260 hrs (November 2022)

PROPELLERS: 4-blade bronze

PROPULSION TYPE: Shaft drive with 'oil bath' and header tank.

GEARBOX: Twin Disc

STABILISERS: Wesmar Fin stabilizing system

THRUSTERS: Hydraulic Bow and Stern thruster.

GENERATORS:

- ONAN 13.5 Kw, model MDKBP, new 2008. 10300 hrs (November 2022)
- Northern Lights 20 Kw, model M864W.3), new 2007. 4630 (November 2022)

Both generators last regular service in 2021.

SHORE POWER: Yes, 220V

BATTERIES: 24 Volt DC bank (12 x 2 Volt MVSV Gel Batteries 800 Ah each) fitted in April 2013. In case of failure backed up with 2 x emergency batteries charged separately.

STARTER BATTERIES: 24 Volt for both main engines.

BATTERY CHARGERS:

2 x Mastervolt Mass 24/100 battery chargers for the DC batteries.

1 x Mastervolt Mass 24/50 battery charger for emergency batteries.

INVERTER:

1x Mastervolt Mass 24/5000 inverter

1x Mastervolt Dalar Sine 24/3000 inverter.

AIR CONDITIONING: 3 x Marine Air chillers for air conditioning (heating or cooling)

HEATING: Central water radiator heating in all interior spaces or by reverse air conditioning.

WATER MAKER: HEM, approx. 150 ltr/hr

WATER BOILER: electric, in total 9000 W

WATER PRESSURE: Yes, 2x 220V pumps

FUEL FILTER: The 3 main fuel tanks (2 fwd. 1 aft), 2 x day tanks are all filled individually by a fuel transfer pump through a Separ filtration system. The day tanks are filled by an Alfa Laval Centrifugal Fuel Separation System, or by using the Separ system

WC SYSTEM: Altena Waterflash toilets with freshwater flushing.

SEAWAGE TREATMENT: Hamann

DIVE COMPRESSOR: Bauer junior diving compressor including 4 dive tanks

BILGE PUMPS: Manifold with 220V main pump and individual Jabsco pumps on float switches.

Engine room Fan

Low pressure compressor for inflating fenders/etc.

Heinen & Hopman Fresh Air system

Ventilation extraction system forward, aft and bilge.

TANKAGE CAPACITY

FUEL:

Total fuel capacity 9000 litres in 3 steel tanks:

- 2x Fwd tanks of 3900 litres each

- 1x Aft tank 1200 litres

2x fuel day tanks, to port and starboard, of approx. 250 litres each

FRESH WATER: 1x 3700 litres

BLACK WATER: 2x (1 fwd. and 1 aft) serviced by Rheinstrom diaphragm pumps, full duplicated as back-up.

GREY WATER: No (only 2 black tanks)

Waste Oil Tank: Yes

Clean oil Tank: Yes

NAVIGATION & COMMUNICATIONS

- Furuno Marine Radar FAR series
- 2 x Simrad Differential GPS with independent antennas
- Full Transas Navisailor 4000 electronic chart navigation system with NMEA inputs from GPS and Instruments. Installed on a windows based PC with separate power supply (From own Inverter) in case of generator failure.
- Sailor 'Thrane and Thrane' satellite communication
- GMS Telephone system Sailor DSC VHF, repeated on flybridge
- Navtex navigation and weather information
- Barograph weather
- Simrad Fish finder
- Robertson/Simrad Autopilot Gyro Compass with a repeater and flux gate backup both integrated into the autopilot.
- Magnetic compass for emergency.
- Fully integrated BUS system instrumentation by Simrad
- 3x steering stations (bridge, flybridge, aft deck) with joystick steering and controls.
- Bow and stern thruster controls
- Micro commander electronic engine controls
- Intercom system for every cabin and engine room.
- Seaview spinning clear screen on the bridge windows.
- Windscreen wipers with washing system.
- Saab AIS class A system
- Printer/Fax with "air print"
- Internet: Pepwave 4G router supplying an eight port ethernet switcher which in turn supplies the WIFI access

points and Smart TV. (Backed up with own power supply in case of generator failure)

- WIFI: 4 x Ubiquiti Unify AP pro access points Fly Saloon Crew Cabin Bridge/forward accommodation.

HYDRAULICS

All hydraulics by Cramm:

- Passerelle
- Deck Crane
- Stabilizers
- Bow and Stern thruster
- Foredeck Anchor windlass
- Steering and Autopilot.

GALLEY & LAUNDRY EQUIPMENT

Gaggenau Oven

Gaggenau microwave

Miele 3 hob induction

Bosch compact dishwasher

Electric grill

Fridge/Freezer

Extractor

Miele washer/dryer in aft lazarette

Walk in fridge/freezer in aft ship, Danfoss compressors.

ENTERTAINMENT EQUIPMENT

BUS sound system with individual source selection for owner's cabin, bridge/galley, saloon, flybridge and aft deck.

In the saloon there is a 42" smart television LAN cable connected, with motorized parabolic receiver

SAFETY & SECURITY EQUIPMENT

Handheld fire extinguishers throughout

Automatic fire extinguisher engine room FM 200

Remote engine room gas and fuel cut off

Saltwater fire pump with hose and nozzle

Zodiac 12-persons liferaft

Epirp

Lifesling

12 automatic lifejackets

Integrated central alarm system for engine room and tank levels

Aft deck security cameras

Searchlight

Airhorn signalling

TENDER & TOYS

Pischel tender 3.7m (2012), stowed with chocks on the flybridge.

Yamaha 20 hp outboard engine (2019)

BROKER'S COMMENTS - HIGHLIGHTS

M/Y Capella is a classic lined displacement motor yacht built by YBM Gdansk, Poland; a true 'little ship' fitted with equipment you would normally find only on larger yachts and built to CE and Lloyd's. She was launched in 2001 and is still owned by her first and present owners who only used her privately for family cruising, never chartered. After delivery in 2001 she was immediately delivered to Mallorca, where she has been based ever since. She has been maintained by the same captain after her arrival in Mallorca. The owners have always maintained M/Y Capella to the highest standard, no expenses have been spared and every winter period she has been in the local shipyard for service work. Therefore, the boat is in a very good overall condition and is ready for viewings and survey. M/Y Capella has always cruised in the Western Mediterranean. She has proved herself, in all weathers, to be a stable and comfortable vessel.

Mechanical Disclaimer

Engine and generator hours are as of the date of the original listing and are a representation of what the listing broker is told by the owner and/or actual reading of the engine hour meters. The broker cannot guarantee the true hours. It is the responsibility of the purchaser and/or his agent to verify engine hours, warranties implied or otherwise and major overhauls as well as all other representations noted on the listing brochure.

Disclaimer

The company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change or withdrawal without notice.





























