

DOÑA FRANCISCA



DOÑA FRANCISCA

Asking price

USD 24,500,000

Built

2014, Custom,

Length

52.5m (172ft)

Beam

8.64m (28.4ft)

Draft

3.48m (11.5ft)

Clearance

48.77m (160ft)

Cruising speed

10 knots

Maximum speed

14 knots

Lying

Punta del Este, Uruguay

Class

RINA Certification

Naval Architect

Javier Soto Acebal

Construction

Hull - Composite

Crew Cabins

3

Guest

8

Cabins

4

Engines

Caterpillar C18 Acert, Inboard, 873 HP



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DOÑA FRANCISCA

About

Launched in 2014 at the Astilleros Bequebus shipyard Dona Francisca is the largest carbon fiber schooner ever built, at 52.5m.

Designed for an extremely experienced owner, who wanted a sailing yacht that was capable of cruising the world's oceans in comfort, but still offer exhilarating performance. Naval Architect, Javier Soto Acebal was tasked with the challenge and the results are a stunning yacht taking design inspiration from the early English Cutters of the early 20th century, a very modern classic.

Dona Francisca is a fully custom, state of the art superyacht assembled by the sailing worlds luminaries. The owner required that only the leading experts in each field were hired to implement the most advanced hardware and components during a four-year build process. This collaboration highlights the exceptional quality and full-custom design which truly place her in the league of iconic superyachts such as Meteor (Royal Huisman), ELFJE (Royal Huisman) and Marie (Vitters Shipyard), yet with a total displacement that is 25% lighter. Dona Francisca's hull and deck were constructed in carbon fiber using a 'sandwich' method, which sees carbon fiber skins impregnated with epoxy resin over a rigid PVC foam core- a proven build technique that delivers a light yet incredibly strong structure.

An amazing amount of care went into the design of each component and piece of hardware installed onboard, including the request of a special hue of bronze alloy for the winches and windlass bodies, which house Harken systems. Even the colors of each line and rope on board were taken into careful consideration to make sure the yacht maintained the classic look of her counterparts from the past.

Performance is ensured with the use of Carbon Fiber rigging from Carbo-Link, Americas Cup style construction of carbon masts and booms and the most advanced sails from the famous Doyle Sail Loft in New Zealand.

Dona Francisca's clever interior configuration allows for a four-cabin layout, featuring a full-beam master suite with his and hers bathrooms as well as a large separate private study, two VIP suites and one guest double. The remaining living space is comprised of a large deckhouse and elegant and comfortable salon with both lounge and dining areas, and an ample-sized galley, all paneled in mahogany with cherry and chestnut flooring. Forward of the Galley are three crew cabins.

Key features

Largest carbon fiber ever built

Fully custom, state of the art superyacht

Full beam Master Suite

4-Cabin layout sleeps 8

Capable of cruising the World's oceans in comfort with excellent performance



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Full Details

Specifications

Builder: Custom

Model: Schooner

Year: 2014

LOA: 172' / 52.5 m

Draft: 11'5" / 3.48 m

Clearance: 160' / 48.77 m

Beam: 28'4" / 8.64 m

Hull Material: Composite

Staterooms: 4

Heads: 5

Cruise Speed: 10 knots

Maximum Speed: 14 knots

Fuel Capacity: 4,490 gal

Water Capacity: 1,357 gal

Holding Tank: 356 gal

Engine: Caterpillar C18 Acert, Diesel, Inboard, 873 hp

Hours: 422 (approx.)



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Full Details

Main Features

- Largest carbon fiber schooner in the world
- Light and strong hull construction
- Built to RINA certification
- Teak decks
- High-tech systems
- Remarkable sailing performance
- Shallow draft

Construction

- Hull and deck built in a vacuum bag sandwich process utilizing rigid Pvc foam core and carbon fiber skins impregnated with epoxy resin.
- Bulkheads and stringers built in strengthened carbon fiber.
- Deck finished in Burmese teak - 12mm thick.
- Deck superstructures (cabin tops) finished in Mahogany.
- The keel is an inverted "T" with a hollow body and a solid iron bulb, totaling 80T of ballast
- Carbon fiber mast and booms

Interior Configuration

- Master Cabin: occupying the total beam, with private bathroom and an office with closet and a private bathroom.
- Control Bridge: with leather armchairs and mahogany table
- Living & Dining Room: occupying the maximum beam.
- Guest Cabin, strd: 2 beds and private bathroom
- Guest Cabin , port: 2 beds and private bathroom
- Galley: 3 refrigerators, 2 freezers, wine storage, dishwashers, microwave, oven, portable stoves (all brand Miele)
- Crew Mess: with navigation monitoring systems and camera circuit
- Laundry: washing machine and an industrial dryer Miele
- Captain Berth: double bed with private bathroom
- Mariner Cabin: 2 with 2 bunks each and private bathroom

Shaft

The Hundested, set of line of axis and crunk-box, consists of a system of a variable transit of propeller to transmit the torque of the engine in an efficient way. The transit control is obtained with a hydraulic bomb that activates a pinion, allowing a permanent adjustment of the transit of the propeller according to the returns of the engine.

- Hundested CPG32
- Power in the propeller: 885 hp
- Speed of the propeller: 556 rpm
- Relation: 396:1
- Classification: RINA

Propeller

- Hundested VP 91/2 HP/HP
- Diameter: 1400 mm
- 4 spades constructed in alloy of Ni=Al-Bz
- Crow's feet: schemed in Ni-Al-Bz
- Axis: Hundested 1.4404 Diam ext 130 mm, Diam int, 40 mm
- Seal axis: Hundested
- Hook Up: Hundested, customed made/Vulkan

Generators

- Caterpillar C4
- 4.5 kW
- Power: 64 kva
- Tension: 3x 380

Bow Thruster & Sternthruster

- Max Power R 600
- Promotes 100 HP
- System: retractable hydraulic to piston
- Propeller: 4 spades
- Diameter of the turbine: 600 mm



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Sail Inventory

Mast heights-

- Main Mast: 46,70m from deck - 48.90m from waterline
King Composite carbon fiber construction / Furling Boom
- Foremast 42.83m from deck - 45.30m from waterline
King Composite carbon fiber construction / Furling Boom

The total surface of the sails is approx. 1.126 square meters

The sail inventory includes a full batten Main sail, a full batten Schooner sail, a Storm sail, a Gennaker and two rolling Genoa's.

- Main 407 m2
- Schooner 341 m2
- Genoa 3, 254 m2
- Genoa 1, 414 m2
- Headsail of storm 55 m2 - gennaker 1032 m2

Desalinator

- Brand: Spectra Farallon 2800
- Capacity: 2,800 gallons per day

Black & Gray Water Treatment Plant

Hammann AG 10220, 2,118 liters per day

Capacities of Tanks

Fuel: 2x 3,635 liters

Fuel: 2 x 4,335 liters

Daily Fuel Tank: 1,057 liters

Drinkable Water: 2x 2,450 liters

Black Water: 1,350 liters

Grey Water: 2,800 liters

Oily Water: 200 liters

Bilge Tank: 1,250 liters

Bridge Navigation Equipment

- 2 Screens Simrad
- Controllers OP 40
- Integral System: B*G H 3000
- VHF Sailor
- GPS Simrad
- AIS Simrad
- Automatic Pilot B*G

Owner's Office Navigation Equipment

- Screen Simrad
- 1 controller OP 40
- Integral System B*G H 3000

Crew Mess Equipment

- 1 screen Simrad
- 1 controller OP 40
- Integral System B*G H 3000

Rudder Exterior Equipment

- 1 screen Simrad
- 2 controller OP 40
- Integral System B*G H 3000
- Screen control of hydraulic systems
- VHF Simrad- 6 monitors B*G



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Safety

- Fire System- Fireboy remote manual or automatic shot
- Central of monitoring Fireboy
- 2 rafts lifeguard Zodiac 8 pax each one, ISO 9550
- 1 Auxiliary tender boat Avon Seasport Jet430, 100 Hp with turbine
- 2 beacons EPIRP
- 1 Satellite telephone
- 1 transponder
- Water Supply System 24 v and 380
- Cervina monitoring station

Anchor System

- 2x anchor CQR 182 kilos each one
- 1x anchor type Pool Anchor of 280 kg
- Malacates Muir -VRC11000/VF185
- Chain break Muir

Certification

- RINA year 2023
- Certificate of Navigability - National Uruguayan Maritime Prefecture - updated
- Certificate of fire – updated
- URSEC's Certificate - radio communication equipment– updated
- Distinctive Sign – updated
- EPIRB -updated
- Certificate of extinguishers and systems – updated
- Certificate of life rafts -updated



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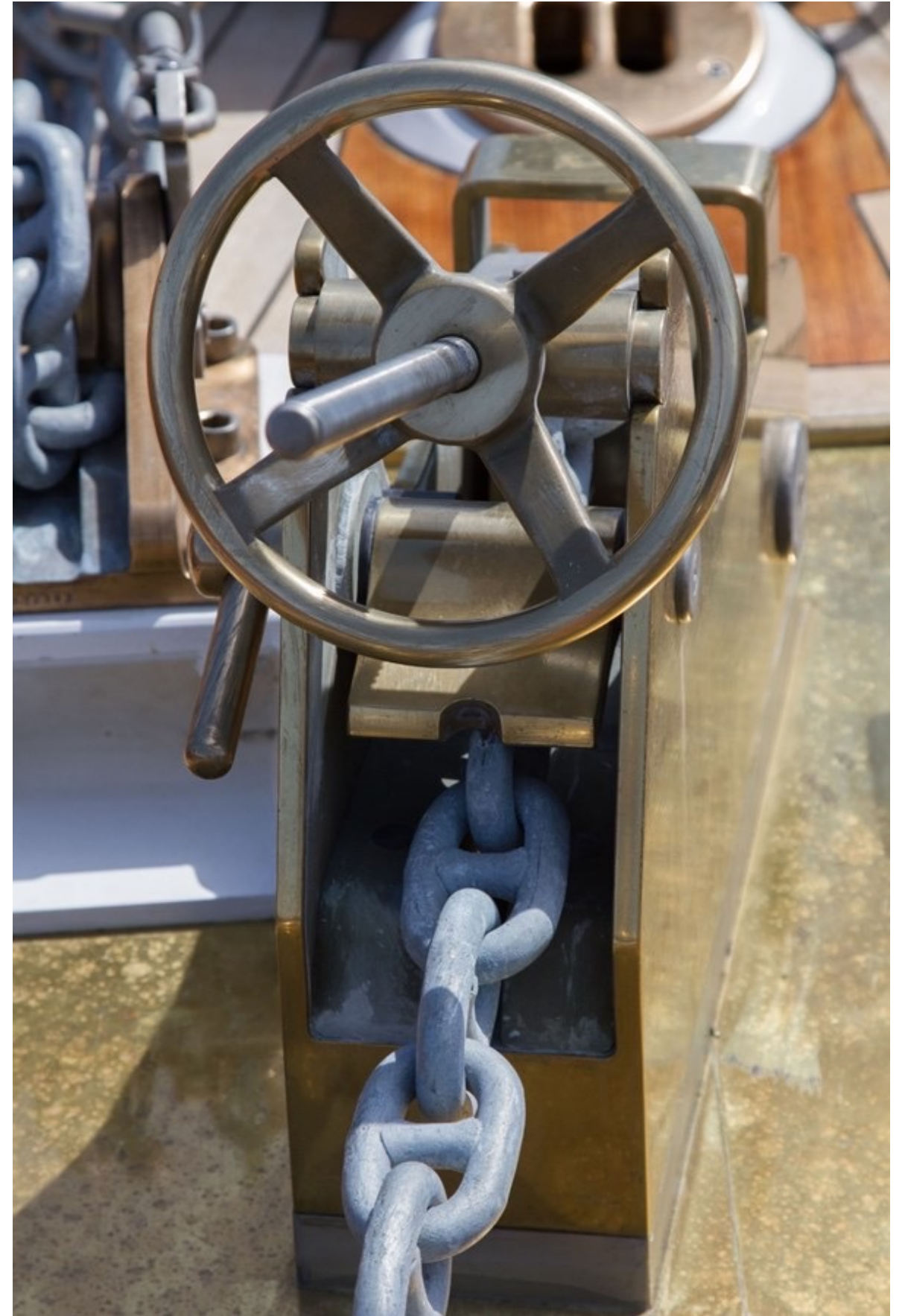








































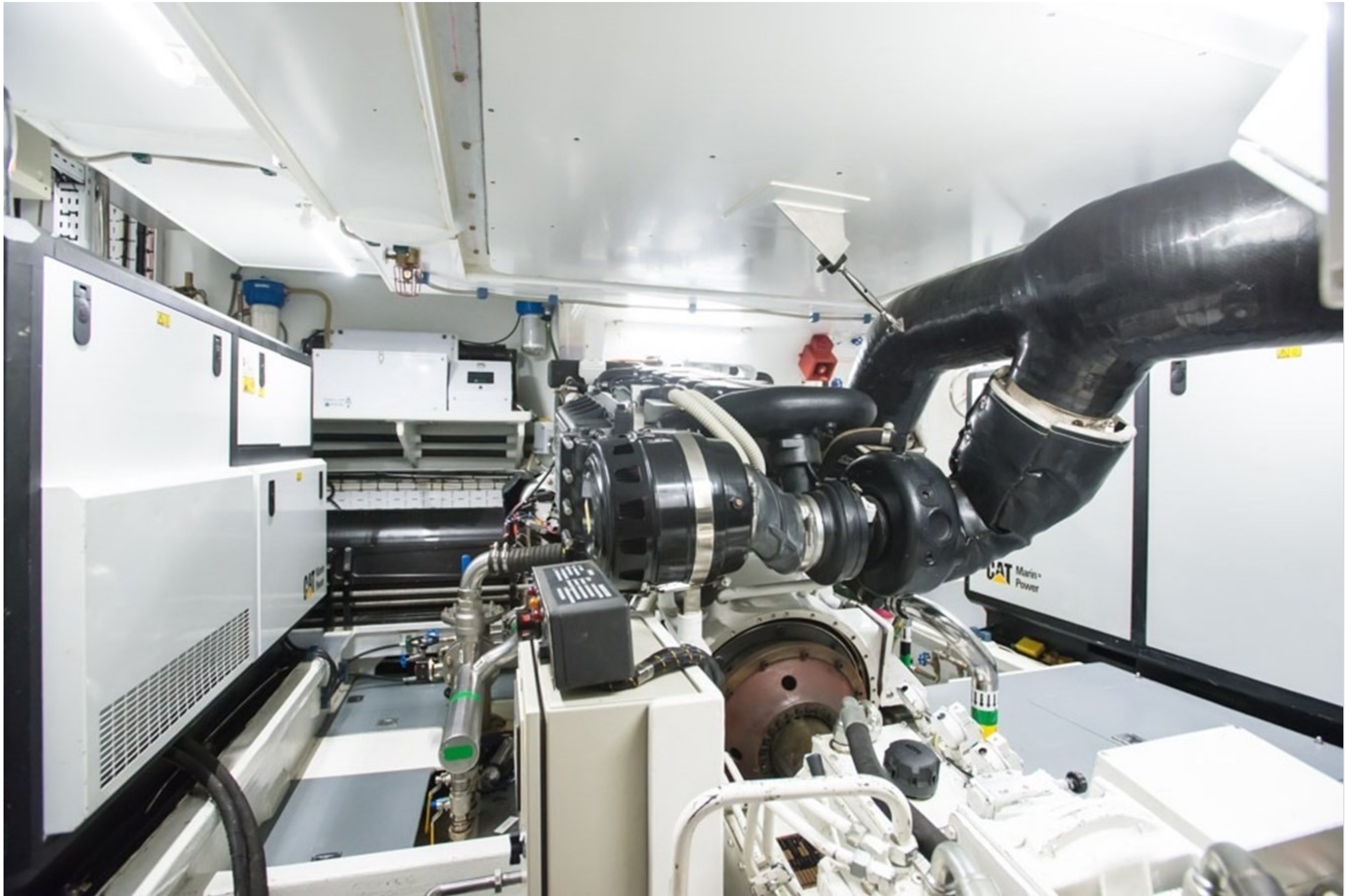






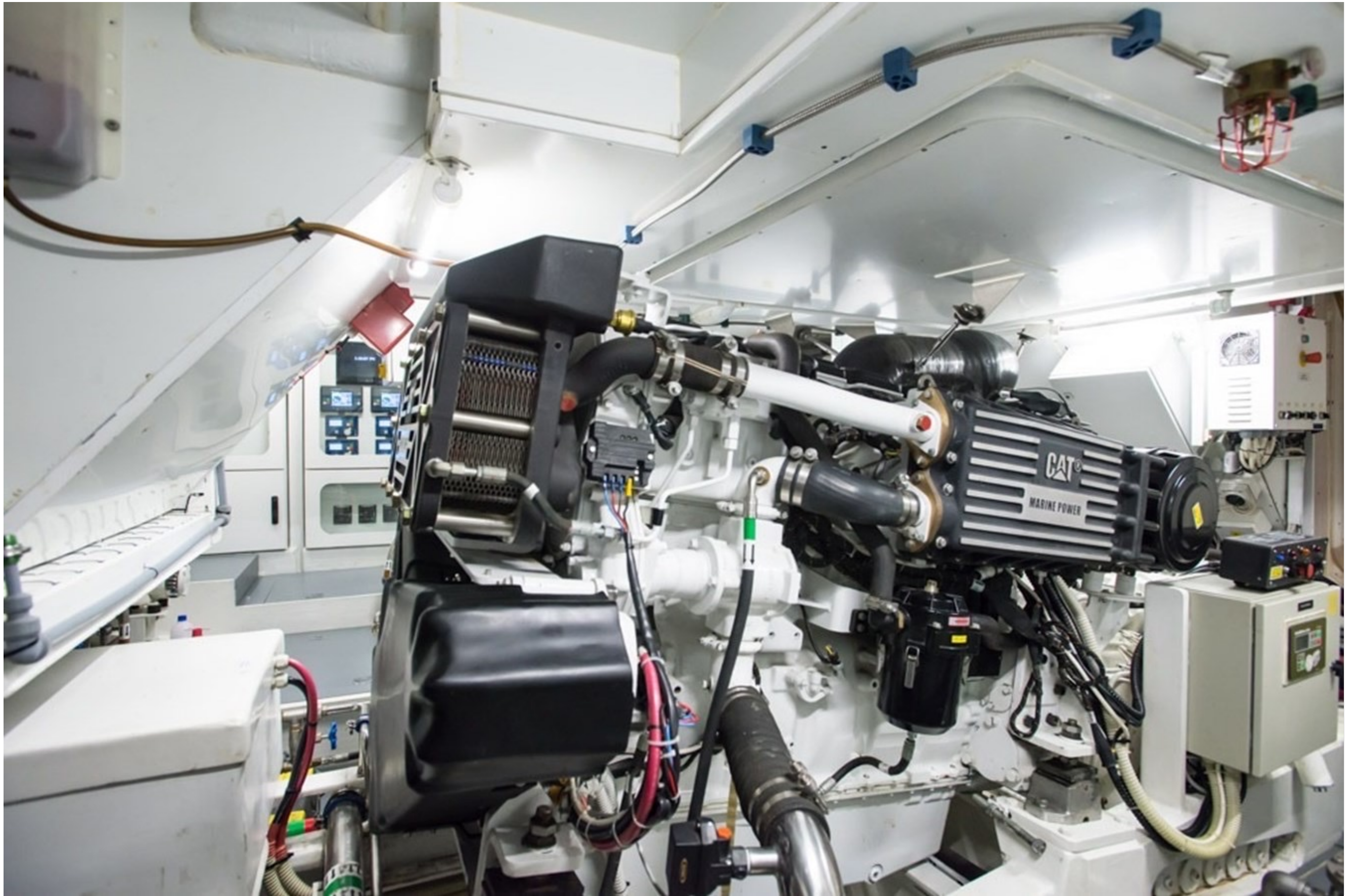




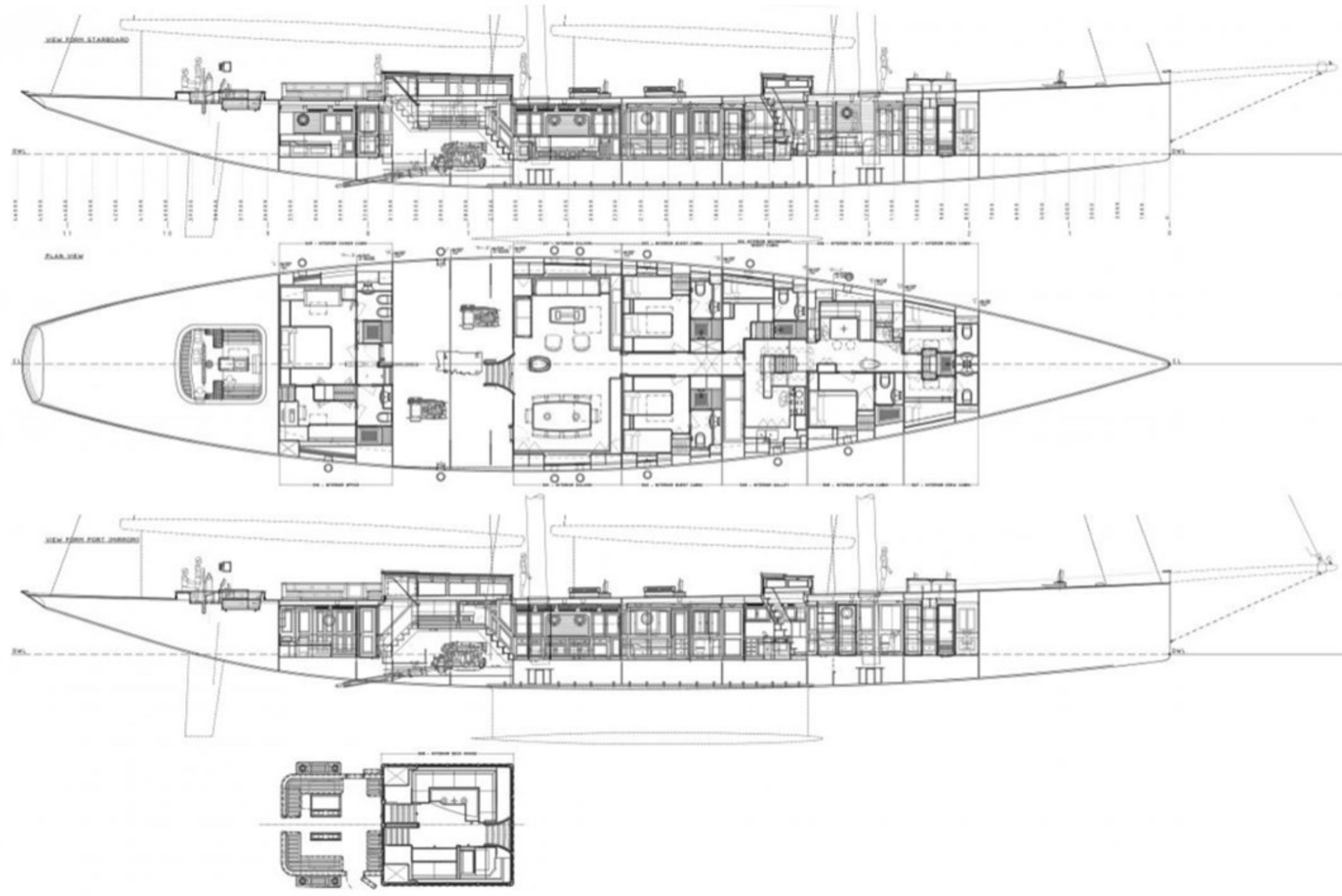














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