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CLARISSA





# CLARISSA

The fulfilment of a dream to create a vessel in which to cruise the world and simultaneously provide an elegant and comfortable home for all those aboard. The inspiration for CLARISSA came from her owner's many years of experience and a healthy respect for the sea, which put aspects of safety high on his list of priorities.

The concept called for a ketch rigged motor-sailer of strong traditional construction and with powerful twin diesels, combined with fuel tankage sufficient to give a 3000 NM range. There should be a spacious deck saloon with generous window area and incorporating a second steering position. On deck, there should be a choice of seating areas, for good or bad weather, and in particular a well-protected aft cockpit, adjacent to the main steering position. These requirements led CLARISSA's owner to Turkey where, through much inquiry, he found a master shipwright with a yard in Bodrum and access to a pool of appropriately skilled craftsmen. CLARISSA soon took shape, with oak double framing reinforced by steel and then planked in 50mm iroko.

The owner had insisted from the beginning that only best quality materials would be used and soon he was importing 18 cubic metres of selected Burma teak for the vessel's laid deck and cabin soles. Rich mahogany was chosen for what is now the superb varnished joinery. The yacht's construction was supervised by a marine surveyor and all works completed to the satisfaction of the Danish Maritime Authority.

CLARISSA's engines are from M.A.N. in Germany; ONAN generators and BASS control boards from the USA; electronics package supplied and installed by Furuno, Denmark; air conditioning and pumps from Italy; winches and the entire rig from Denmark - and naturally her stereo system is from Bang & Olufsen.

Now, test sailed in ocean conditions,  
CLARISSA is waiting to take you wherever **your** dreams direct.





Ready for dinner in the elegant deck saloon-with-a-view. Watch sunsets and new arrivals in the anchorage whilst you listen to your choice of music. Later, perhaps watch a movie.

To the left you catch a glimpse of the protected steering position and at the top right, the serving bar.

CLARISSA's "mini-office" has a powerful IBM300GL computer with electronic charts on CD and direct access to e-mail, the internet, telefax and telephone.



Looking aft in the deck saloon, here you see the comfortable starboard settee and its coffee table, the TV position and the route down to the aft staterooms.

With seating forward and aft, the steering cockpit can seat 6 persons. It is fully equipped with navigation and communication instruments, including gyro compass and sonar.



The professional standard galley has granite worktops, 3 refrigerators, a 900 mm wide oven plus 4 induction plates and a lavastone grill.



The well-protected aft cockpit is a fine place to dine - under the awning or under the stars ! Here, the table is set for eight, but up to ten can be seated if required. The saloon music centre provides cockpit music by remote control.

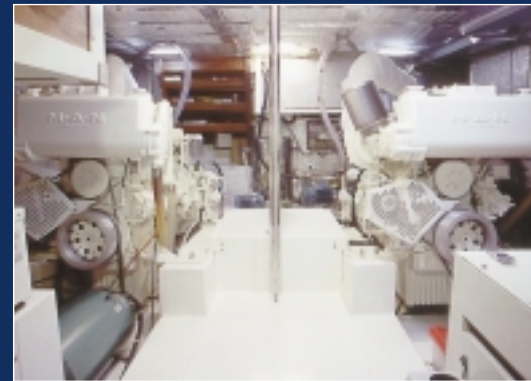
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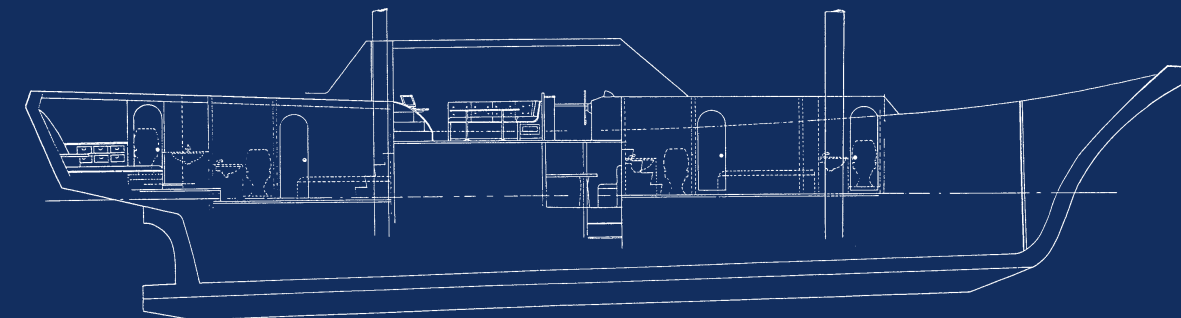
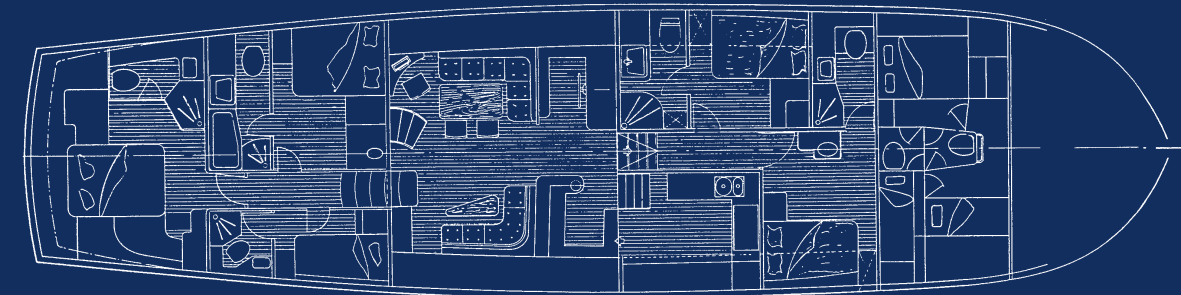
All cabins are beautifully appointed with panelled mahogany joinery and doors.

Each is served by individually controlled air conditioning/heating and has an intercom telephone.

Head/shower compartments are fitted with granite vanity tops and have separate shower stalls, one of them incorporating a bath.



The walk-in engine room.



<b>Designer</b>	Hull design by Hasan Ali Bayer. Rig design by John Mast A/S, Denmark.	<b>Dimensions:</b>	
		LOA	29.87m 98ft
		LOD	25.60m 84ft
<b>Builder</b>	Valena Yachting, Istanbul in association with Hasan Ali Bayer Boatyard. Construction supervised by Aydin Sönmez, and Arne Borghegn Yachtdesign, Denmark.	LWL	22.13m 73ft
		Beam	6.60m 22ft
		Draft	3.00m 10ft
		Displacement	110 tons, approx.
<b>Date</b>	1999		
<b>Classification</b>	Approved by DMA (Danish Maritime Authority)		
<b>Accommodation</b>	For 9 in owner's party (1 x owner's stateroom, 3 x double & 1 x single cabins) For 4 crew (1 x double and 2 x single cabins)		

**Technical information:**

<b>Engines</b>	2 x MAN D2866TE turbocharged diesels, each of 308 BHP, fitted with ZF 3:1 reduction gearboxes.
<b>Propellers</b>	2 x fixed, 4 blade.
<b>Maximum speed</b>	12 knots (approx) @ 2000 rpm. (according to load and conditions)
<b>Cruising speed</b>	9.5 knots (approx.) @ 1400 rpm. (according to load and conditions)
<b>Generators</b>	1 x Onan 20 kW - 220v, single phase. 1 x Onan 12.5 kW - 220v, single phase.
<b>Fuel capacity</b>	9000 liters / 1980 Imp. galls. / 2375 US galls.
<b>Water capacity</b>	3000 litres / 600 Imp. galls. / 792 US galls.
<b>Watermaker</b>	Marinco. Output 4800 litres / 1051 Imp. galls. 1267 US galls. per day.
<b>Aircon./heater</b>	Frigit 65000 reverse cycle
<b>Dive compressor</b>	Bauer 200/300 BAR, 2kW.
<b>Safety equipment</b>	2 x Viking SOLAS 6-person canister packed liferafts. EPIRP : TRON 45 SX 406 Mhz. Lifebuoys, with lights. Lifejackets. Fire extinguishers.
<b>Boats, etc.</b>	4.3m Novurania deluxe RIB with 70hp Yamaha outboard motor. 3.3m Bombard RIB with 8hp Yamaha outboard motor. Waterskis. Snorkelling equipment. Big game fishing equipment. 3 x sets diving tanks and suits.
<b>Spars</b>	Aluminium, white painted, by John Mast A/S , Denmark : 2 x masts; 2 x booms; Conventional slab reefing.
<b>Sails</b>	By Dansails, Denmark, in Dacron : Mainsail, Mizzen, No.1 Genoa, Staysail.
<b>Instrumentation</b>	KVH direct dial satellite telephone, telefax and e-mail. Cellular telephone. Furuno FS 1562-15 SSB RT. Furuno RT FM8500 GMDSS VHF RT. 2 x Icom ICM2 hand portable VHF RT. Furuno 1832 + ARP10 radar. Furuno D-Fax 207 weatherfax. Furuno Navigator GB. 3 x Panasonic Panaflat LC40 plotter screens. IBM + HP Deskjet 1120 color printer. Brookes & Gatehouse sailing instruments including autopilot. Ericsson intercom telephones in all cabins.

\* The above and other information contained in this brochure is given in good faith and believed to be correct, but should not be assumed as the basis of any contract. All intending buyers must satisfy themselves by inspection or otherwise as to the correctness of all statements. Examination by a qualified surveyor is always recommended.\*