

# CRUISER RACER

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-562-

## DK 46 Phonemovil

### FOR SALE



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GENERAL	
<b>Name</b>	DK 46 Phonemovil
<b>Model</b>	DK 46
<b>Type</b>	RACER-CRUISER
<b>Year</b>	2004
<b>Hull Material</b>	GRP
<b>Flag</b>	SPAIN
<b>Sail Number</b>	ESP 1234
<b>Color</b>	BLACK
<b>Lying</b>	VALENCIA
<b>Price</b>	265000
<b>Vat</b>	PAID
<b>Slogan</b>	PHONEMOVIL - IRC AND ORC RACE WINNER COMPLETELY REFITTED
<b>General Notes</b>	FULL REFIT 2017  NEW HULL PAINTING WITH COMPLETE HULL, RUDDER AND KEEL WORK PROFILED NEW DECK PAINTING NEW MAST PAINTING COMPLETE ULTRASOUND CHECKING MAST AND RIGGING NEW RUNNING RIGGING NEW ELECTRONIC H5000 NEW ANTISKID PATCHES ON COCKPIT DECK COMPLETE ENGINE OVERHAUL
<b>Final Notes</b>	New hull paint. New deck paint. New paint on the mast and boom. Complete overhaul of the engine.

DESIGN	
<b>Builder</b>	DK YACHTS
<b>Designer</b>	Mills

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DIMENSIONS	
Loa	14.1 m
Lwl	12.1 m
Beam	4.1 m
Draft	3 m
Displacement	9000 kg

ENGINES	
Engines	Yanmar diesel 56 hp 2004
Cruising Speed	7.5 kn kn
Propeller	Folding
Notes	<p>Max Speed: 8.5 kn Sail Drive.</p> <p>Mechanical Equipment Yanmar 56hp 4JH3CE1 diesel engine and sail drive unit with 2 blade geared folding prop (replaced 2006). Morse deck controls. Waterproofed control panel. High charge alternator fitted. Filter with water separator.</p>

TANKAGE	
Fuel	150 l. l
Water	300 l. l
Notes	<p>Fuel Tanks Material: Stainless Steel Fresh Water Tanks Material: Plastic</p>

GALLEY	
Coolbox	Yes
Refrigerator	Yes
Water System	Yes

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## GALLEY

	<b>Notes</b>	<b>Electric Bilge Pump.</b> <b>Manual Bilge Pump.</b> <b>Marine Head.</b> <b>Hot Water.</b>
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## INSTRUMENTS

	<b>Electronics</b>	B&G Hercules ?5000 NEW 2017
	<b>Gps</b>	YES
	<b>Vhf</b>	YES
	<b>Automatic Pilot</b>	YES
	<b>Plotter</b>	YES
	<b>Notes</b>	<ul style="list-style-type: none"> <li>- Depthsounder</li> <li>- Log-Speedometer</li> <li>- Wind Speed and Direction</li> <li>- Repeater(s)</li> <li>- Navigation Center</li> <li>- Compass</li> <li>- CD Player</li> <li>- GPS</li> <li>- Cockpit Speakers</li> <li>- VHF</li> </ul>

## ELECTRICAL

	<b>Batteries Number</b>	3 NEW BATTERIES
	<b>Battery Charger</b>	YES
	<b>Notes</b>	Shore Power Inlet. Inverter.

## SPARS & RIGGING

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## SPARS & RIGGING

Sails

NEW SAILS 2017

NORTH SAILS 3DI RAW

2 MAIN

1 LIGHT JIB

1 LIGHT MEDIUM JIB

1 HEAVY JIB

SPIS

1 X S1.5

1 X S2

Storm jib.

Battened mainsail.

Spinnaker.

Genoa.

Asymmetric spinnaker.

Trisail.

Mainsail 1 Quantum KC Fusion 2005 Fathead.

Mainsail 2 Quantum KC Fusion 2006 Fathead with + battens.

Mainsail 3 Heavy K/taffeta full size delivery main 2004.

Trysail Quantum YT Dacron Orange 2004.

UPWIND

Code 1 Quantum KC Fusion 2004.

Code 1 Quantum CARBON/TWARON DPI 11000 2008.

Code 2 Quantum KC Fusion 2004.

Code 2 Quantum CARBON/TWARON DPI 17000 2008.

Code 2 Quantum KC Fusion 2006.

Code 3 Quantum CARBON/TWARON DPI 21000 2009.

Code 3 Quantum KC Fusion 2004.

Code 3 Quantum KC Fusion 2006.

Code 4 Carbon Kakitsis Sails 2010.

Code5/SJ Quantum Spectra 2005 (replaced).

Jib top Quantum KC Fusion 2004.

Dual staysail Quantum K (mix) 2004 (two tack height positions).

OFFWIND

Code zero Quantum K (mix) 2005.

A1 lite Quantum SuperKote 0.5oz 2004.

A1 large Quantum SuperKote 0.5oz 2006.

A1 Airex 500-Airex 600 2008.

S2 Quantum 0.6oz Airex 2004.

S2 Quantum 0.6oz Airex 2005.

S2 Quantum 0.6oz Airex 2009.

A3 Quantum 0.9oz SuperKote (mix) 2004.

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1 Symmetric Spinnaker North  
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<b>SPARS &amp; RIGGING</b>	
<b>Rigging</b>	Rod Rigging
<b>Mast</b>	Formula Carbon
<b>Boom</b>	Carbon
<b>Vang</b>	hydraulic.
<b>Spinnaker Pole</b>	Yes.
<b>Tuff Luff</b>	Yes
<b>Furling System</b>	no
<b>Notes</b>	<p>Steering Wheel. Tiller.</p> <p>Rig: Formula Spars black carbon with clear coat epoxy mast, boom, spi pole and jockey pole. Similar section to the AERA rig, with 2 x sets 20 sweptback spreaders and integral carbon crane. Antal HS car system used on lower 2m (6) of mast track. 2 reef lines to Spinlock XC internal reef line jammers in boom. German mainsheet system (replaced 2009). Harken spinnaker pole track with 3:1 purchase. Adjustable mast step with integral hydraulic mast jack and shims. Stainless steel rod rigging with kevlar filament topmast backstay. Hydraulic backstay, vang and outhaul linked via 2:1 pump to twin side panels. Tank system improved and replaced 2006. Dump valves fitted to cockpit floor by helm/main trimmer. Tuff Luff 3007-80 forestay foil with 150mm (6 ) bottlescrew for fast rig adjustment. Six halyards with snap shackles: 1x main 2:1, 2x masthead spi, 1x fractional spinnaker, 1x jib halyard, 1x topping lift. All regularly replaced and with spares (last replaced 2009).</p>

<b>DECK</b>	
<b>Deck Hardware</b>	Harken
<b>Winches</b>	Harken.

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DECK	
<b>Notes</b>	<p>Winch systems: Pit winches increased to Lewmar 44 ASTOR with Quattro speed rings.            Primaries increased to Lewmar 60/3 AOR lo profile, wide drum. Mainsheet winches are 48            STOR. All tracks and blocks are Harken (blocks renewed 2010) halyard stoppers are Spinlock.</p> <p><b>Modifications:</b>            Tack positions added to deck mould for staysail and pad-eyes for reaching, Jib top, tweaker lines.            Pulpit widened to permit better use of JT.            ORC deck plugs for spare nav lights added.            Jib car hauler system increased and tracks altered.            Extra halyard clutches added and sizes increased, twin turning wheels added.            Multiple cockpit bags, keepers.            Mainsail traveler re-organised to 8:1 with option to unclip to 6:1.            Farr 52 steering quadrant fitted and steering system up-rated with 14mm vectran and in-line mechanical tensioning.            High load bearings used throughout the deck hardware.            Additional (third) 120Ahr service battery fitted (may be removed easily) with own isolator, by main mast.            LED lighting used throughout main cabin area.            2 x endoscope lens fitted to hull for foil inspections.            Twin wheel steering system linked to adjustable gears on drive spindles (presently set to 1.25 turns l-t-l).            Black powder paint coated stanchions and pulpit, pushpits.            Suction vent fitted to bow anchor locker.</p>

SAFETY	
<b>Ce Registration</b>	YES
<b>Fire Extinguishers</b>	YES
<b>Epirb</b>	YES
<b>Liferaft</b>	YES
<b>Notes</b>	complete for racing

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## CONSTRUCTION

<b>Notes</b>	<p>Hull, interior structure and deck in Corecell cored postcured Epoxy/E-glass. Keel: 930kg ductile (SG) iron fin, 3370kg lead/antimony bulb. Foils are professionally faired to templates and foils/rig/hull were accurately aligned using a theodolite rig. Internal H frame underneath floor pan to provide rigidity. Finish: Light coloured pale grey gelcoat with moulded non-skid pattern on deck. Hull is Awlgrip white, with hard finish antifoul prepared to 600 grade on top of Awlgrip 545 below waterline. Currently painted with graphics of title sponsor on topsides.</p>
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## ACCOMODATIONS

<b>Berths Number</b>	6
<b>Cabins Number</b>	3
<b>Bath Shower</b>	Yes
<b>Cabin Height</b>	2 m
<b>Notes</b>	<p>Number of single berths: 2 Number of double berths: 3 Number of Cabins: 3 Number of Heads: 1 1 bathroom. Refrigerator.</p>

## EXTRA NOTES

<b>Radio Cd</b>	YES
<b>Speakers Cockpit</b>	YES
<b>Extra Notes</b>	<p>Mainsail cover. Cockpit cover.</p>

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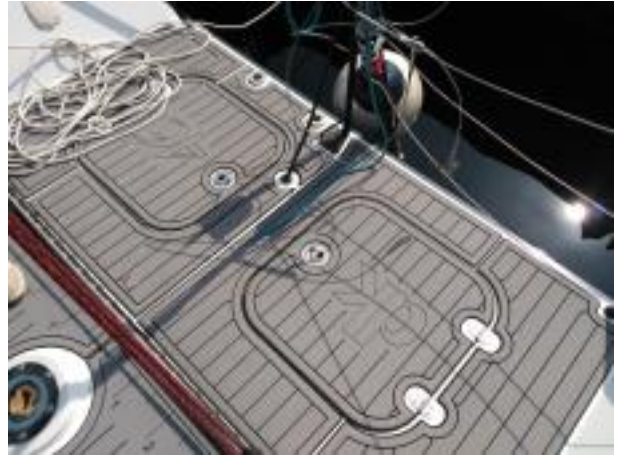
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