

QUIVIRA



116' (35.36 m) BENETTI

LOA:	116' (35.36 m)	Year:	Mfg-1979 Model-1979
Beam:	24'9" (7.5 m)		Refit-2008
Draft:	Min 8'2" (2.5 m) Max 8'2" (2.5 m)	Mfg:	BENETTI
Speed:	10 knots @1500 rpm / 13 knots @2000 rpm	Type:	Motor Yacht Classic
Location:	San Francisco, California, United States	Price:	4,800,000 USD

Additional Specifications For QUIVIRA:

LOA:	116' (35.36 m)	Year:	Mfg-1979 Model-1979
Mfg. Length:			Refit-2008
Beam:	24'9" (7.5 m)	Mfg:	BENETTI
Draft:	Min 8'2" (2.5 m) Max 8'2" (2.5 m)	Model:	Tri Deck
Clearance:	45' (13.7 m)	Type:	Motor Yacht Classic
Hull Mtrl:	Steel	Top:	
Hull Cnfg.:	Full Displacement	Speed:	10 knots @1500 rpm / 13 knots @2000 rpm
Hull Designer:		Engines:	2xDetroit Diesel 16-V92 650 HP , 5500hrs
Deck Mtrl:	Aluminum	Engines Year:	
Disp:	130 tons	Staterooms:	5
Range:	2000	Sleeps:	10
Int Designer:	Bard Design Group, Inc.	Heads:	6
Ext Designer:		Crew Quarters:	4
Fuel Cap:	7000 g (26495 l)	Crew Berths:	8
Water Cap:	4280 g (16200 l)	Captain Cabin:	Yes
Holding Tank:	200 g (757 l)	Price:	4,800,000 USD
Flag:	St. Vincent		
Classifications:	Unknown		
Class Type:			
MCA:			
ISM:			
Location:	San Francisco, California, United States		

Accommodations

The main salon features an abundance of comfortable seating, configured to encourage lively conversation. The formal dining area seats 12 with ease. The skylouge is perfect for card games, sampling wine or if guests show up unexpectedly, the sofa converts into an additional double bed.

The on-deck, full beam master stateroom is wonderfully spacious with a large en-suite bath that is lavishly furnished with fine Italian marble and detailed brass fixtures.

Features

Quivera has Rich mahogany interior with the gleam of polished brass, the sparkle of fine crystal, the vast windows that open to fresh sea air, combine to create an atmosphere of peace and tranquility. Your dream come true.

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Quivira sleeps 10 in five separate luxurious cabins. The master is located on the main deck with ensuite head and work area. Two VIP cabins are aft with a central, separate lounge area which can be used as an additional sleeping area. Which is accessed through a separate staircase aft in the salon area. Originally constructed for a Sheik, this area was designed for the nanny to protect and guard the maiden's virtuosity. A great area for your guests to relax, in a private, separate area. Two additional guest cabins are located forward of the engine room and are accessed by a separate staircase. All cabins have their own in-suite head.

The salon is finished in Gorgeous mahogany and can comfortably seat 8-12 in comfort. Dining is forward and features a Versace dining suite. A buffet is forward for serving. Off the dining is a butlers pantry for final food preparations and service. The entire salon and dining area soft goods have been replaced to reflect, not a change of look but rather a refreshing of the old world craftsmanship that the original yacht inspired. The aft deck area features a large teak table with seating for 10 is aft as well as comfortable lounges and seating.

The galley is located amidships and is complete with all new Meile appliances and upgrades. A dinette accommodates either guests or crew who want to be in the action. The galley also features a separate entrance fro the crew and a full back of 6 refrigerator/freezers for all provisioning needs.

The sky lounge is super comfortable and inviting with access to the tremendous aft deck area through beveled glass mahogany doors. The aft deck area features a separate bar with stools. A barbecue area and super size lounge completes the aft upper deck. Forward of the lounge is the helm area which has been totally redone with all new electronics package and decorated.

The upper deck is spacious and has room to place lounges for sunbathing. An upper helm is on deck as well

The owner has gone through an extensive refit on Quivira in 2004/2005 and has spent in excess of 1.4 Million dollars. Here are the highlights of the refit.

Hull and Deck

The yacht was pulled and a complete ultrasonic testing done of the entire yacht below the waterline. Normal spec steel thickness is 6mm. Where any wastage was detected whatsoever, the offending panels were removed and new 8mm steel was welded in. Additionally all the fuel, water, and waste tanks were drained and gassed free for a complete inspection. The black water tank had new baffling installed. All other tanks were in perfect condition. All tankage, and tank tops were coated with a high tech coating inside and outside to mitigate and prevent any corrosion.

The anchor locker scantlings were removed and the entire locker was shot peened and needle scaled. The locker was the coated, again with a high tech coating to prevent any future corrosion. Additionally the stabilizers were dropped and inspected and repacked and the bow thruster was upgraded. The bottom had been stripped completely of any paint buildup previously and was then properly primed and painted. While the yacht was out the props were reconditioned as well.

The fashion panels were originally constructed by Benetti of aluminum skins with a wood core, which resulted in corrosion at the attachment points. The panels have been replaced in their entirety and constructed of aluminum framework and welded panels. The paint on Quivira is in excellent condition as well as her gorgeous teak decks and brightwork.

Mechanicals

The engine room has had a new electrical panel installed and all old piping removed. Engine hours on here Detroit Diesels are only 3200 since majors. Both 50KW generators have been gone through as well. The old Halon system was removed and a new CO 2 fire suppression system was installed. All pumps have either been rebuilt or replaced. The watermaker had new membranes installed and the pump upgraded.

Quivira's pictures, while helpful, do not truly reflect the attention to detail that the owner has bestowed upon her. All the soft goods and wall fabrics have been replaced, again not to change her look, but to freshen her appearance as originally intended.

Furthermore all the consumer electronics have been replaced with plasma TV's and all the stereo equipment as well. The ship electronics have also all be replaced with the latest equipment. As the refit has just been completed we are in the midst of updating all our listing information, photos and descriptions.

The owner has decided to move up and Quivira is available to the market.

Don't let this true Legend Pass you by.

Electronics and Navigational Equipment

All New in 2004/2005

- Nera Satcom Fleet 55
- Anschutz Gyro & Autopilot
- Electronic Chart Plotter-Norbeltc w/ Nauticomp 15" Centric Display
- Furuno DGPS GP-36
- Furuno SSB 150W FS-1550
- Furuno ARPA Radar x 2 w/ 20" Screens FAR-2117
- Furuno Fluxgate Compass RD-30
- Data Marine Wind
- Icom VHF DSC
- Standard Marine VHF
- Ericsson Cellular GSM TriBand
- Panasonic PBX Phone System
- Standard Horizon Hand-held VHF radio (7)HX370S
- B&G Depth & Speed HS2000

Engine /Mechanical Equipment

New John Deer Generator 50 KW March 2006, Kilo Pak 50 March 2006, New refrigeration October 2006. 2nd new John Deer 50kw installed in May 2007. In addition, a new water maker was installed in October 2007.

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the

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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.

Salon and Dining



VIP Stateroom



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Sky Deck



Aft deck



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Lower Aft



Profile Shot



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Other



Other



Layout

