

Details of

“MAVANA” (ex “Libertas”)

A Classic motor trawler, an ex “Fishing Vessel / Mine Sweeper”



Year	1944
Builder	Shipyard Burmester
Designer	Burmester & Eckmann
LOA	23,87m 78,3ft.
Waterline	21,48 70.5ft.
Max. Beam	6,39m 21ft.
Draft	Bow: 1,83m Stern: 2,75m
Hull material	Mahogany on steel
Displacement	104 tons, empty
Engine	MTU 460 hp
Fuel capacity	14000 litres
Water capacity	4840 litres
Accommodation	8 in four cabins
Flag	British (Gibraltar)
Location	Mallorca
Price	1,200,000 euros

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Hull

2,5cm mahogany hull with bronze screws. Aluminium superstructure

Teak decks

Anti fouling 2006

Long keel, approximately 40 x 45 cm, steel bolted, visible in the engine room

Steen 239 anchor windlass, new 1996

Steen capstans, new 1996

Manual gangway

Hydraulic side boarding ladder

Engine

MTU V12 183TA61, 460hp 319Kw at 1800rpm, 1993

2857 engine hours at Sept 2007

Range at 9 knots, 4,600 miles

Maximum speed, 11 knots

Fuel consumption: 35litres (9,2 gallons) per hour

Variable pitch 3 blade propeller

Barke rudder

Koop stabilizer, 1.2 sq m.

12,400 litres fuel capacity in 2 steel tanks, located under the saloon floor

Glass level indicator

Honkanen OY Bowthruster 30Kw 50HP, in tunnel, 1993

Plumbing

5000 litres water in one tank on port side with indicator

Holding tank on portside for grey and black water. All the toilets are connected to this tank

Additional grey/black tank for below service and bathrooms, contents either pumped overboard or into large waste tank first.

VacuFlush toilets

2 complete bathrooms with showers

Rochem 60 litre/hour water maker

Electrical

Fischer Panda Generator 22kw/h 1999

Fischer Panda Generator 43kw/h 1999

Each with 75 amp starter batteries 2004

2V cells x 24 batteries, lead

Main engine: 2 x 120amp acid batteries 2006

Cruisair reverse cycle air conditioning in each cabin

Audio system in saloon with Pioneer tuner/cassette/DVD

Orion Video + DVD

14" Sony TV in salon plus 2 others in guest cabins

ACCOMMODATION

The owner's cabin is situated forward on the main deck level, with a double bed to port with drawers below and a writing desk to starboard, hanging locker and full size mirror.

Bronze windows either side

Bathroom with white tiles, towel dryer, VacuFlush WC and stall shower.

Also on the main deck is the galley and the dining saloon.

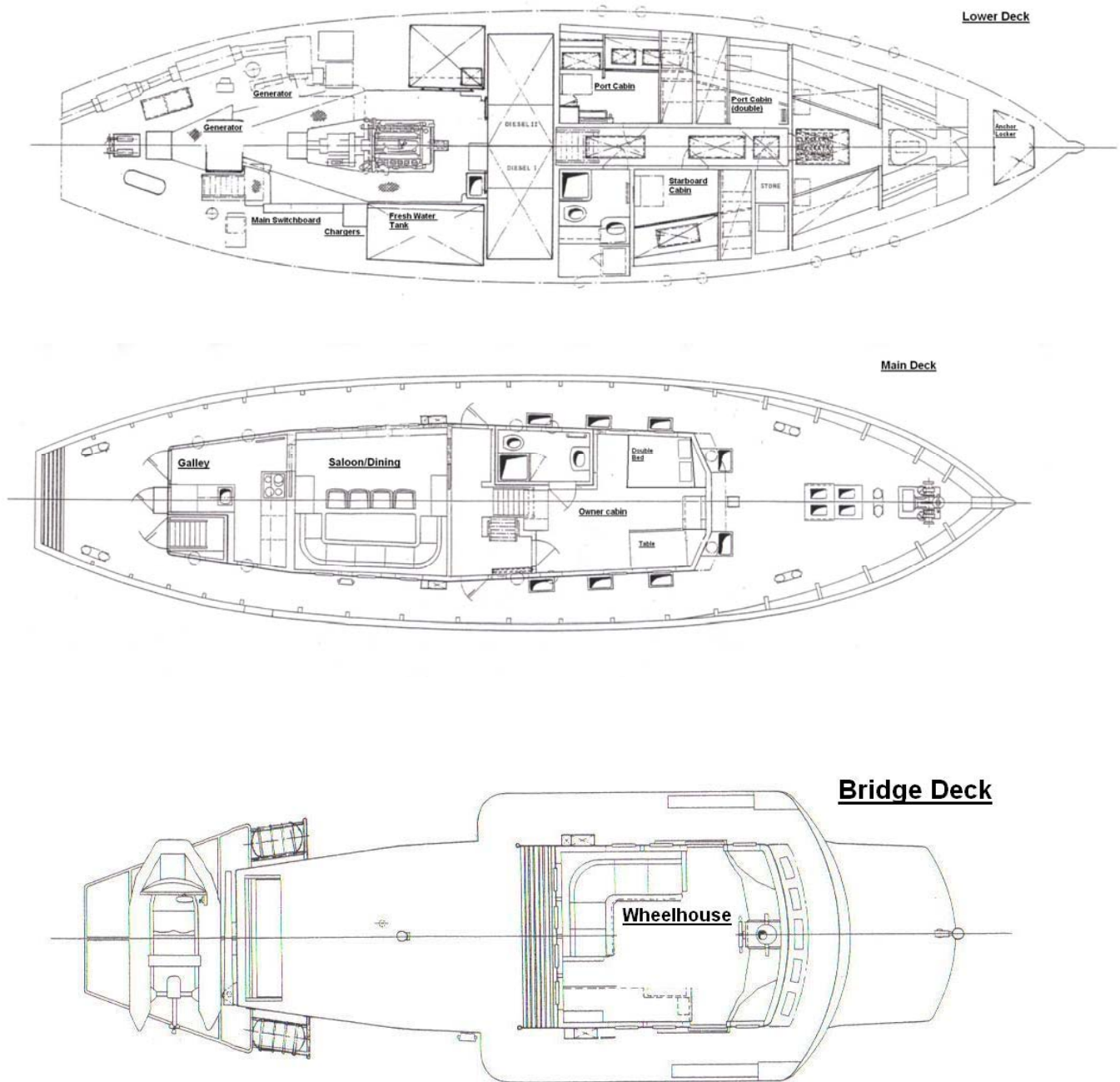
The three guest cabins are situated on the lower deck

On the bridge deck there is the wheelhouse and a spacious L shaped seating area.

24v and 220v power

Heating and air conditioning

PLANS:



Domestic appliances:

Fagor Innovation 4 burner ceramic cooker, 2006
Nodor Testa extractor
Two sinks and new hot and cold taps 2006
Front loading fridge, new 2006
Deep freezer
Whirlpool microwave
Washing machine and dryer
Dishwasher

Entertainment:

TV, Video and stereo x 3, CD

Beautiful teak high gloss parquet floor

Navigation – bridge

VHF- Sailor RT2047, RT2048, DSC RM 2042

Furuno GPS navigator 2005

Magnavox MX100, Trimble NT 200D GPS

Koden Radar MD 3630, 48nm color 2006

Koden Radar, black and white

LoKata Navtex 2 weatherfax

Siemens ProNautic Board computer, 2 years with Windows 98 system,

Navisailor, interfaced with both GPS: Windows XP professional with MaxSea

Robertson AP45 autopilot + remote on 6m. cable autohelm- depth, speed, compass+ wind

Siemens/Transas chart plotter, new 1998

Autohelm ST50 echosounder, log and wind indicator

Sailor Iridium satellite telephone

Philips AP navigator

KVH Quadro digital Girocompass

Wheel steering

Mannesmann RexRoth controls

SSB Sailor compact HF RE2100

Sailor receiver

VHF Sailor x 3, 2007

Simrad HT50 walky talkies

Siemens wireless telephones x 4 for use on board only, up to approx 40m

Wempe brass barometer, clock and barograph

Lodolph Bremerhaven chyroscopic compass in brass housing

ACCESSORIES

Rib Zodiac YL 380DL, 2001 with Honda 50hp outboard engine, 2001

Liferafts x 4 DSL/Autoflug, 6 pax each

Lifejackets x 12

SOS Buoy – Jotron + Inmarsat DAS 30 EPIRB

Fire extinguishers x 8 CO2 - ABC

Hydraulic side-boarding ladder.

REFITS:

1969 Shipyard Behrends, Hamburg

1973 Shipyard Schlichting, Travemuende

1992-3 Shipyard Flender, Luebeck

1996 Shipyard Kroeger, Rendsburg

1999 Shipyard Kroeger, Rendsburg

2000-2 Yachttechnik, Mallorca

A separate document is available with descriptions of works carried out 2000-2006

A picture file is also available.

A brief history of MAVANA, previously called MS LIBERTAS.

LIBERTAS was built in 1944 as a KFK, War Fishing Cutter, beginning work as a fishing vessel with extensive equipment on board used as a fishery research vessel and later used as a mine detection vessel.

In 1969 she was in private possession for the first time and was given a make over in the Behrens Yard in Hamburg. In 1973 the final rebuilding was finalized to her present yacht like looks. All this was done in the Schlichting shipyard in Lübeck. From now on the boat would serve as a private yacht and would be used for commercial diving trips.

In 1991 she changed hands again and in 1992 she would be re built again in the Flender shipyard in Lübeck where she was gutted completely and modernized at great cost. The original superstructure was replaced for an aluminum superstructure that we see today. Practically the entire wooden hull was replaced. The complete technical area like main engine, generators and more or less any system that was connected with same, inclusive of the plumbing and entire electrical system and all cables were renewed and brought to the standard of 1992. In reality not much more than the steel frames and a few original components and her original shape and classic character were left, everything else was new.

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