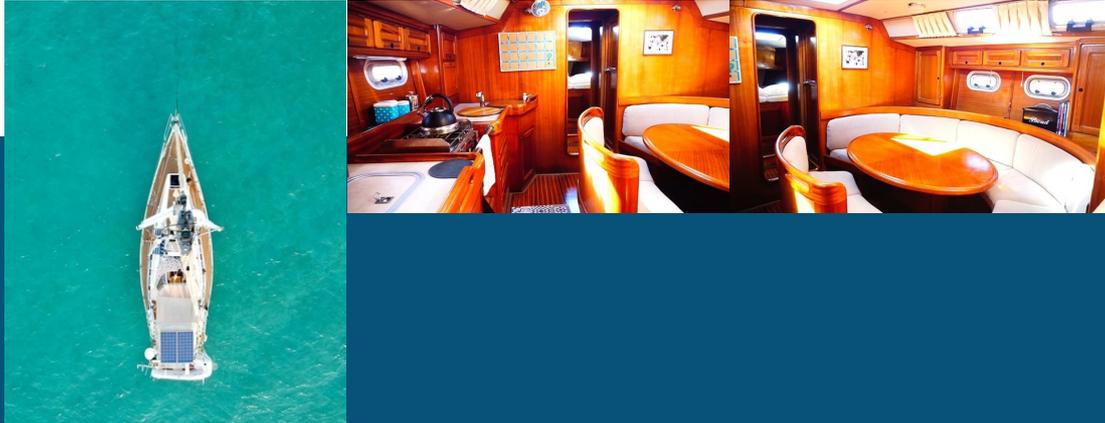


Bav - 430 Lagoon

£ 67,043

📍 OverSeas, Overseas



Private

07770727301

- Blue Water Cruisers
- Spain
- 1992
- 13.3 m/44 ft

Ready for you to step aboard and escape.

Linea has crossed the Atlantic twice and is a safe, solid, boat set-up for long passages and live-aboard cruising,

Linea was built in 1992 to the quality certification 100 A4 by Germanischer Lloyd. Designed by Judel & Vrolijk the production run ran from 1990 to 1993 . She is a solid boat built for safe long distance sailing.

Linea is a Bavaria 430 Lagoon. At some point in your recent sailing life you may well have chartered a Bavaria. The boat you chartered will have no resemblance to a Bavaria built before 2000. The 430 Lagoon was designed and built in the days when Bavaria had aspirations to compete with the Swedish yacht builders such as Halberg Rassy . Judel & Vrolijk also designed boats for Najad and Baltic, and Bavaria followed the same quality assurance certification as Halberg Rassy for the build of the 430 Lagoon. The forward section of the hull is re-enforced with Kevlar, and she carries 3,600kg of ballast in a winged keel.

There is lots of detail, photos and a short video tour on our web site, MadAboutTheBoat.com. If you would like more info or have any questions give us a call - Click here to reveal phone number - r e-mail - Click to contact -

When we were looking for a boat we always thought it had to smell right when we stepped on-board, so come and have a sniff! We are in Almerimar on the Spanish Costa del Sol for the winter.

If you prefer in these odd times we are happy to do an initial video tour of the boat.

“She’s a lot of boat for the money”

Safety

Linea has crossed the Atlantic twice and is set-up with safety as the priority.

Lifejackets: 4 x SECUMAR 275 N life vests including life lines and 3 x 150 N life vests. Two life vests are fitted with AIS personal locator beacons (PLB).

GME 406 Mhz Satellite EPIRB (2016) with Hydrostatic Release Unit housing.

Marline MOB alarm with 2 transmitters

SEAGO 8 person life raft with emergency supplies for ocean going yachts. Last inspected 2016, next inspection is due.

Sea anchor

Auto fog horn

Search light

Emergency tiller

Radar reflector

PLASTIMO Rescue Sling; PLASTIMO Rescue line; Dan buoy with automatic lights and Rescue Horse shoe Buoy.

Four fire extinguishers

Twin channel gas alarm and solenoid shut off (2018)

Rule Mate 1100 GPH automatic bilge pump, and a manual bilge pump.

All through hull fittings and sea cocks are Truedesign (2014)

Instruments

The boat has a SeaTalkng (NMEA 2000) backbone. Connected to this is a Raymarine EV1 Autopilot controller (2018) and Gyro compass controlled by an EV70 control head at the helm. The autopilot can also be controlled via a Raymarine wireless Smart controller which is generally kept at the nav station but also has a charging point at the helm.

At the helm we also have Raymarine ST60 wind, speed and depth instruments along with an ST60 Graphic Display connected to the Raymarine backbone via a SeaTalk (NMEA 0183) to SeaTalkng convertor. The instruments are housed in swivelling pods and can be viewed from anywhere in the cockpit.

Below at the nav station there is another ST60 Graphic Display and charge point for the wireless autopilot controller. A Garmin 158i GPS (2017) is the primary source of data for position, SOG and COG feeding this information to the network. There are a further two GPS sources as back-up and a spare Magellan GPS/plotter.

For navigation we run OpenCPN navigation software with worldwide charts on a Panasonic Toughbook with solid state drive to minimise power consumption. The PC is connected to the backbone via a ShipModul multiplexer reading data such as speed and course over the ground and sending real time routing information to the graphic display at the helm. Overlaid on the electronic charts is information from the CTRX AIS Class B Transponder identifying other shipping in the area which the software constantly assess for potential collision risks alerting if necessary. OpenCPN also monitors the AIS signals for alerts received from any of the Personal Locator Beacons attached to the lifejackets and if detected sounds an alarm, plots a course back to the casualty and passes this to the display at the helm. We also use the software to monitor our position when anchored and sound an alert should the boat move outside the safe zone.

The B&G 3g radar (2020) is connected to the navigation software allowing the radar image to be overlaid on the chart or displayed in a PSI window. The radar is excellent for navigation in reduced visibility, identifying approaching weather systems and monitoring for hazards when sailing at night.

Guard zones around the boat can be set and full ARPA tracking is available to monitor potential dangers. To reduce power consumption delayed scans can be set for example to scan every 5 minutes then return to stand-by.

On-board there is a Navtex weather fax, this is currently dis-connected.

To see this ad online, go to boatsandoutboards.co.uk and search for **BU040047B**

