

Beneteau Antares 13.80 2003 (192.500 EUR)



Locatie **Zuid-Holland, Poortugaal**
<https://www.advertentiex.nl/x-1555233-z>

Fabrikant Bénèteau
Model Antares 13.80
Type Tweedehands boot
Jaar 2003
Afmetingen 13,95 x 4,30 m
Lengte 13,95 m
Breedte 4,30 m
Diepte 1,12 m
Materiaal Kunststof GVK
Verswatertank 640 l
Personen, max. aant... 12
Aantal hutten 3
Aantal kooien 12
Aandrijving Binnenboordmotor met as
Motor Volvo Penta
Motorvermogen 2 x 480 PS / 353 kW
Uren motoren: 1200 uur
Brandstof Diesel
Brandstoftank 2.000 l (1500ltr + 2x 250ltr)
Kruissnelheid 25 Knopen

~~Maximum snelheid 31 Knopen~~

						
Aanpak van Waaier, Deventer, 2000W, 10mV, 10mV, 10mV, Cockpit Waaier, Dekdeur, Dekmeter, Dekvlie, Dompelvlucht, Hek, Hek, Hartplaat, Hek, Hek, Hek, Hek, Hek, Hek, Hek, Hek, Hek, Hek, Hek, Hek, Hek, Hek, Hek, Hek, Landaansluiting, Looptank, Omkeerschakeling, Radar, Radio, Reddingsvlot, Snelheidsmeter, Teak Deck, VHF Radio, Warmwaterinstallatie, Zwemladder.						

2022: Nieuwe matrassen, nieuwe bedleiding salon, 2e koelkast.
Antifouling. Nieuwe accu's



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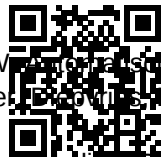
Beneteau Antares 13.80 2003



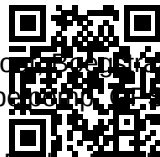
Beneteau Aftares 13.80 2003



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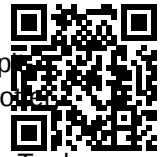
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Bellevue Allais 13.00 2003



Belgian Airlines 13:00 2003



Beneteau Antares 13.80 2003

<https://www.advertentie.nl/x-1555>
233-Z

Nieuwe gordijnen salon, nieuwe L zit kuip, nieuw screen voorruit, nieuwe kap kuip en flybridge (nog niet op foto)
Anti fouling en Riwax (Mei 2023)

Opmerkingen

An incredible fast trawler with an even more incredible history from it's sole owner Serge Dassault. More on this at the end of this review. The Antares line of luxury yachts is very well known worldwide and the Beneteau group lays claim to being the world's leading private group in the luxury boating sector. With decades of experience, Beneteau produces power and sailing yachts and has sales offices worldwide. The Antares line is known for its elegant design and super seaworthiness hulls, used mainly by professionals. The Beneteau Antares 13.80 here is the largest in the line and is beamy for its length, which allows for an impressive double stateroom, two heads and the same level of luxury as a 50+ footer. Owners can cruise sedately for more than 500 miles at nine knots or cruise speed along at more than 22 knots. She tops at an impressive 31 knots. Design and Construction The larger 13.80's are a distinct departure from their Antares professional fisherman siblings high speed planing yachts. The impressive bow, high freeboard, ample beam and vertical topsides of the 13.80 gives it a more sedate trawler look, yet one that is both ultra-modern in its exterior concept and styling and innovative in its underwater profile. The hull is described as a dual mode hull, which one might think is a fancy name for a semi-displacement hull, but there are distinct differences. Developed by the well-known yard, the deep forefoot and concave forward hull section is typical of a traditional full-displacement trawler and makes for a soft, comfortable ride at displacement speeds while the broad bow adds buoyancy forward, which helps reduce any pitching motion. The wide bow means a longer waterline length, which makes it more efficient in terms of its resistance and propulsion. Aft, the hull flattens out to a shallow planing hull. A relatively deep hull and full-length keel allows for good directional stability. Additionally, the 13.80 is relatively heavy for its size, intentionally, which means it has a more solid, stable ride than lightweight yachts. All this translates to a comfortable and sea-kindly ride at both displacement and planing speeds when compared to the compromises inherent in traditional semi-displacement hulls. The hull is manufactured using vacuum/resin infusion in a closed mold process that maximizes resin saturation and therefore hull strength, among other advantages over standard hand layup. On Deck Via the fixed swim platform and a solid single transom door as well as bulwark doors to port and starboard. Three quarters of the length of the cockpit is covered by the overhead, good for sun protection and even the better this Beneteau is equipped with a full electro automatic sun screen to enlarge the $\frac{3}{4}$ overhang with an additional 1.5 metres. The aft corners feature sturdy stainless bollards and post-type fairleads. To port is a moulded staircase to the flybridge. A nicely styled pedestal-type antenna mast is the central feature. The flybridge is open to the elements. Forward to starboard is the upper helm station, with an electric height adjusted pedestal seat and the duplicate controls and instruments. The whole dashboard has been renewed using laser cutting technologies and has a piano black high gloss finish. Back down on deck, raised teak-capped bulwarks protect the wide side decks and extend to the bow. They are topped by beefy stainless handrails. The anchor is mounted on a short sprit,

which should protect the bow from damage.

Interior;

The interior designers at Antares have done an impressive job in keeping to Beneteau's heritage through high-quality furnishing, luxurious cabinetry and wall treatments and attention to detail. The wall treatments are a foam-backed cloth that do an excellent job of reducing engine and other ambient noise. There are thoughtfully-placed grips throughout. The saloon's primary socializing/dining area is a U-shaped settee and dining table adjacent to the helm. This is a very comfy spot and a stool can be added for another place at the table. Low sills make for good visibility outside the tinted glass windows. The helm station to starboard has a double helm seat and a clean instrument/switch layout. A sliding window at the helm provides ventilation and if necessary, enough room for the operator to stick his or her head outside to check the surroundings. The opposite galley is well-placed mid-ships, so the cook is always close to the centre of gravity. The galley, which features a brand new dual zone induction cooktop and convection oven, is compact, but its limited counter space is offset by additional countertop everywhere. There are two cabins below and two heads with separate shower compartments. As in the saloon, the area is very tastefully decorated and inviting. The master is impressive in that, due to the beamy bow, it is much wider than a traditional bow stateroom. The ensuite is generous, with hull windows, a separate shower compartment and a raised vanity sink. The guest stateroom has twin berths, a hull window and superb headroom. The second head is slightly smaller than the master ensuite, but certainly adequate. Below deck: Just below of the teak deck you will find an enormous space that can be used as additional storage.

Engine and Systems:

Power is twin 480-horsepower Volvo Penta diesels that drive the twin shafts via shaft drives. This Antares is equipped with bow and stern thruster. The engine room is accessed via a hatch in the cockpit sole and the layout is clean and well executed. Shore power is via 230-volt connection. The 13.80, which integrates the twin props, rudders and bow/stern thruster, appeared to perform equally well, which was a nice surprise and a real bonus for a shaft-driven vessel. The engines sound and performance is very well. Interior noise is very minimal: 62 dBL at idle and 74 dBL at top speed, thanks to excellent engine soundproofing and the sound-absorbing wall treatments. The Antares 13.80 stayed upright in turns and the turning radius was good. It tracked well (thanks to the keel), with little need for adjusting the helm. The light chop and wakes we crossed made little impact because the 13.80 is heavier than most vessels of its size yacht and had a rock solid and steady feel with no slamming. Concluding Remarks The things that impressed us most about the Antares 13.80 were: its striking and creative styling a trawler that doesn't look like the typical trawler; the impressive use of interior space, most notably the three cabin, two head layout; the contemporary interior design and the high quality furnishings; and, finally, the solid performance, fuel efficiency and handling at displacement and planning speeds.

The first owner:

This Beneteau was ordered by her first owner Mr. Serge Dassault, the son of Marcel Dassault who

invented and built the Mirage fighter jet aircraft. The billionaire later become senator of one of the French departments. The biggest passion of Serge was fishing and Tuna II was bought by him in 2003 and stayed with him until he past away in May 2018. The billionaire had some crazy expensive fishing gear installed on board by Beneteau and all stills functions perfect today. By notary act the second owner of Tuna II became Serge's best friend which sailed with him since the boat was delivered in 2004 on every occasion to catch Tuna. The older owner couldn't and didn't want to sail the boat without his friend and decided to sell the proud vessel to us. If you are looking for a vessel this calibre then this is the boat you want. Perfectly maintained by an owner that didn't care to spend fortunes in keeping her perfect and all this is very well visible today.

Dimensions

Length: 13.95m, Beam: 4.30m Draft: 1.12m Air draft 5.20m Weight: 16.590kgs Fuel: 1500 Lt Fresh water: 640 Lt plus boiler Engines Controls Gearboxes: 2 x Volvo Penta TAMD75p EVC 2 x 480hp ZF 280 gearbox EVC Microcommander controls 1200 engine hours Bow Thruster, Stern Thruster Electronics & equipment: 1 x, Furuno CSH8 full omnidirectional colour scanning sonar 2 x Furuno TZT14 Navnet touch echo sounder, 2 x Furuno TZT14 Navnet touch chart plotters 2 x Furuno TZT14 Navnet touch radars 1 x Furuno high power open radar, scanner 1 x Furuno NX-300 NavTex receiver 2 x Raymarine ST7001 Autopilot 1 x Raymarine ST series