



NYM

Cruising Yachts Specialists

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Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229



RM YACHTS - RM 1050

Euro 110,000 NEG.



Specifications

Boat Details

Price	Euro 110,000 NEG.	Boat Brand	RM Yachts
Model	RM 1050	Length	10.50
Year	2001	Category	Cruiser / Racer
Hull Style	Single	Hull Type	Composite
Power Type	Sail	Stock Number	#RM105021
Condition	Used	State	International
Suburb	Tahiti	Engine Make	

Disclaimer

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Description

RM 1050 ANASTASIA HIGHLIGHTS:

One owner since new and semi-customised by SYSBA to suit the owner's specific requirements for his voyage and and potentially extreme sailing conditions.

First 14 years used only during the warm months and otherwise in dry storage.

Built in France by RM Yachts specifically for extreme sailing and resilience in the toughest ocean conditions.

Very roomy in spite of its 10.5m length, with nearly 4 metres beam and triangular shape, 1.95m headroom and huge amounts of space suitable for long term live-aboard and extended offshore passages.

Steel frame to stiffen the whole hull structure including keel bed and rigging (similar to Danish X-Yachts Xc series)

Maintained immaculately by her owner, a Belgian couple who sailed this yacht from polar conditions to the tropics and who have kept their yacht ready for her new owners to do it all over again!

Unique keel configuration designed by RM Yachts, which means shallow draft, a boat able to be beached at low tide endless amounts of time without damage yet performing exceptionally well upwind.

Extremely strong construction using an extra-thick marine ply core (no foam or thin balsa typical to production boats) entirely encapsulated inside and out in Epoxy with an extra layer of Kevlar on the outside hull as extra protection (extra cost of 6500 EUR)

Equipped and presented to simply step on and sail away with everything needed on board

Owners willing to deliver Anastasia worldwide on completion of sale.

Currently in Tahiti. Expected to sail to Fiji in July / September 2021 unless sold prior.

RM Yachts are world renowned for their incredible strength, versatility and quality of build. Awarded Yacht of the year 2000 (France), overall winner, this French built yacht is described as a "revolution in itself" by Sail Magazine among a multitude of other praises, and for those who know what they want, a an opportunity to secure an example of the rarely available RM1050 in absolutely mint condition and with everything on board to start your adventure now.

Anastasia was the last RM 1050 built by SYSBA in Laroche. The RM later built by Fora Marine where never as customized as those by SYSBA.

The building of Anastasia can be considered as semi-custom build. She was adapted inside and outside on demand of the actual and first owners.

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The RM 1050 is a typical Marc Lombard design, the architect owned himself the number 2 as a private family yacht. When the RM 1050 was developed, the main specifications were: fast, strong, stiff, easy to handle, big autonomy, a go anywhere boat.

Read on for the full description and for more information please contact our friendly team at Nautilus Yacht Management. We are cruising yacht specialists and take a lot of pride in bringing you such a beautiful yacht.

Our agency has helped buyers from all around the world purchase the boat of their dream, and over a decade of working on an international platform has provided us with the knowledge to help you with all the steps of your purchase, import, delivery, registration etc. Purchasing a yacht overseas does not have to be stressful. We are here to help.

A WORD FROM THE OWNERS:

"When in 2000 I was looking around for a new sailingboat, I had made my own list of specifications (Cahier de charges). And when I first met the RM1050 it was immediately love at first sight, the light interior, the big volumes, easy to sail even singlehanded, and the big autonomy (fuel and water) these were the main points that came back on my list as well as in the concept of the RM1050. Also one of the specifications I wanted was a non traditional building material, easy to repair wherever on the planet; and yes carpenters and wood you can find everywhere even to make an emergency repair.

In 2001 the building of Anastasia started and in 2002 she was delivered in La Rochelle (France)

From 2002 till 2015 we sailed mainly on the North Sea in Belgium, France and the UK.

The boat was always very well maintained, every year during winter out the water, and gradually updated and equipped for long distance cruising.

In 2014 we decided we wanted to start full time cruising and used the winter of 2014 - 15 to prepare the boat and equip Anastasia fully for a cruising adventure we started in June 2015.

The idea was not to follow the beaten tracks, but to follow the old and classic route. So from Europe we decided to go south via Morocco and Senegal to the Cape Verdean Islands, we crossed from Mindelo to Brazil in 11 days and went from there south via the Brazilian coast to Uruguay, then Argentina and even on this exception route we decided to take a non-traditional path, we went to the Falkland islands. From the Falkland islands via the Strait of Lemaire to the most Southern village Puerto Williams. During the southern winter of 2017 we sailed between Puerto Williams and Ushuaia. And by October 2017 we sailed around Cape Horn (a dream come true) into the Patagonian Channels of Chilli. End of February we arrived in Puerto Montt after a journey of more than 1000 miles through one of the most rough and un-inhabited areas of the planet. We did an extended refit in Puerto Montt, apart of new antifouling the seal of the saildrive was changed, new injectors, new bearings on the furler, yearly check and refit of the windlass, cleaning of the fuel tanks, maintenance of the outboard of the dinghy, etc....

The boat was ready for the Pacific and in December 2018 we left via Valdivia to Juan Fernanades, Easter Islands, Pitcairn to French Polynesia .

The boat is currently in French Polynesia and ready to sail in September to Fiji unless sold. She is of course already

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available in French Polynesia."

EXTRA INFORMATION AND MAINTENANCE:

(From owner's records)

Engine:

First major refit on the engine was in 2014:

The starter motor was replaced and the diesel filter replaced by a Racor Filter.

Also 2 manholes in every of the 2 tanks have been placed for inspection and cleaning.

The heat exchanger has been sonically cleaned and de-scaled.

The engine has had its regular oil changes and during winter has always been preserved with anti frost fluid in all internal and external circuits.

In 2018 when hauling out in Puerto Montt (Chilli), the injectors were taken out and replaced with new ones. The seals for the saildrive were also changed and while taking out the engine we replaced the silent blocks (there are 2). The saildrive has had a complete overhaul inside outside.

In 2019 a new alternator has been build in .

In 2020 the water pump has been re-build. In 2020 the bearing between the engine and the saildrive has been changed (engine has been moved out of the compartment.)

The maintenance of the engine has been done on a more than regular basis.

Anastasia has all the tools and spare parts as belts, impellers, oil filters, and diesel filters etc. on board.

Antifouling and bottom:

As Anastasia is made of epoxy, marine plywood core and Kevlar, there is no osmosis possible. The shipyard normally paints the antifouling directly on the epoxy hull.

Wen Anastasia was delivered I treated her myself with 2 layers of AWLGRIP Hull Guard Epoxy primer, before applying the AWLGRIP antifoul.

The years that followed I always sanded the boat every year right down to the Hull Guard primer, then always used self polishing SEAJET antifouling.

In 2009 all layers where removed right down to the original Hull Guard and 3 new layers of INTERNATIONAL Interprotect were applied, with again a layer of self polishing SEAJET antifouling.

From 2009 till 2015 I always sanded the boat every year down to the INTERNATIONAL Interprotect and then used always SEAJET self polishing antifouling.

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In 2014 Anastasia was inside the shipyard of Ship Support in Nieuwpoort Belgium, the two keels were sanded down to the bare cast iron, and were repainted in 6 layers of epoxy paint. Two extra zinc anodes were fixed on the keels to prevent corrosion.

In 2015 we reapplied a hull protection paint of Seajet (epoxy primer) and then applied Seajet Platinum 039 Self-polishing

The boat was hauled out in Brazil in 2016, JOTUN was applied.

We hauled out again in (September 2018) in Puerto Williams (Chilli) and sanded the antifouling down to the primer again, a ground layer and then 4 layers of RENNER antifouling.

Anastasia will get a bottom paint again in Fiji on arrival in September if unsold prior.

Rigging:

The jib furler was added in 2014. At that time all the standing rigging was also replaced by Wittevrongel sails and Rigging. (Belgium).

From 2002 till 2015, the standing rigging has been removed every winter, before being visually inspected by myself and still now every month I proceed on a visual inspection of the rig from the deck till the top of the mast.

In 2020 we discovered that the D1 on port side had a wire that was broken, discovered in Fakarava Tuamotous, sailed back without any problem with a Dynema cable fixed on the mast, and had both D1 's replaced by Mat Rigging in Tahiti.

The rig is a very solid rig made by France Spar Technics, the custom-build department of France Spar. (The actual shipyard doesn't work anymore with France Spar Technics, because of the price, too high custombuild) Also the profile of the rig is much thicker than what they actually use.

The mast is a deck stepped mast. (And has a golden coin under the mast..)

Sails:

The sails have all been made by a local Sailmaker, they are not made on the design but measured on the boat. The sails are made by Wittevrongel Sails in Belgium, fabricated and cut in Belgium. NOT like many sail makers pre-cut in China and assembled or finalised in Europe.

Structure:

What is very important is that all the furniture is part of the structure of the boat. It means that for example the galley has been laminated in the boat, so it is part of the structure and adds to the stiffness of the hull. The actual RM Yachts warehouse have prefabricated furniture that is assembled in the hull before the deck is put on.

The interior (apart of the main bulkheads) of Anastasia has been put in after the deck was fitted on the hull.

The engine has been put in at the end of the construction. This means that the engine always can be taken out without cutting parts out of the boat. Unlike most other boats where they put the engine first in while the deck is not

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on the hull.

ELECTRONICS & NAVIGATION:

- Anastasia is equipped with Raymarine electronics for Wind, speed, depth and Autopilot. (st5000+) the rest ST60. Spare autopilot computer available.

- There is a multi repeater at the chart table.

- 477 GB (new hard disk June 2020) fan-less 12V computer with a Neovo screen operating windows 7

- Pactor Dragon modem this for e-mail connection via Sailmail etc.

- Icom 7100 HF radio with all the frequencies.

- Echomax active radar.

- Iridium 9575 extreme telephone with power supply and external antenna connection. And optimizer of RedPort.

- Ham Radio

- Garmin VHF with the internal and external speaker.

- Water tank gauges

- Fuel tank gauges

- Waste water gauge

- battery controler

- Engine hour gauge

- Furuno navtex NX-300 and electronic barograph.

- Furuno 1621 Mark 2 radar.

- BTV television system with remote control linked on the computer.

- HP Printer scanner copier

ELECTRICS:

- Anastasia has a lot of internal lights, all of which are LED. At the chart table there are two lights which can be lit up red, as can one in the Kitchen. The stairs at the entrance have only red lights

- There are 4 230V plugs which function when shore power is plugged in

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- Anastasia has a 230V Victron Inverter producing up to 1200Watts. There are 3 plugs for the inverter alongside one 12 v plug at the chart table.
 - Anastasia has 4 main fans for comfort: front cabin, kitchen, chart table and in the aft cabin.
 - A fan feeds hot air from the stove to the front of the boat.
 - The engine room has an air extractor that ventilates the room while the engine is running; this can be switched off, on or set to automatic.
 - On the chart table there is a movement detector, from a previous alarm system that is out of use (can be reactivated using a simcard)
 - Heating is provided by two systems: one is the Mikuni MY30 hot air heater on diesel. This system has a maximum power of 3000 kcal/h and a consumption of max 0,42 l/h. This system has 3 air outlets, one in the bathroom one under the seat of the chart table and one more in the front of the boat.
 - The second heating is a Reflex M66 (new 2016), this heating operates also on diesel, taken out of the main tanks. There is no day tank. The diesel gets to the stove via an electric pump of max 0,3 bar. This heating is continuously on and consumes 0,3 l/h at its maximum.
 - Anastasia has a Mastervolt charger.
 - There are 3 AGM batteries with a total of 300 amp/h and one engine battery of Duracell of 60 amp/h (these batteries are new from September 2018)
 - The engine is equipped with a Mastervolt regulator on the generator which maintains full charge within the batteries at all times.
 - On the chart table there is a movement detector, from a previous alarm system that is out of use (can be reactivated by using a simcard)
 - Heating is provided by two systems: one is the Mikuni MY30 hot air heater on diesel. This system has a maximum power of 3000 kcal/h and a consumption of max 0,42 l/h. This system has 3 air outlets, one in the bathroom one under the seat of the chart table and one more in the front of the boat.
 - The second heating is a Reflex M66, this heating operates also on diesel, taken out of the main tanks. There is no day tank. The diesel gets to the stove via an electric pump of max 0,3 bar. This heating is continuously on and consumes 0,3 l/h at its maximum.
 - The engine is equipped with a external mastervolt regulator on the generator which maintains full charge within the batteries at all times.
 - 220 / 240 Shore power inlet

ACCOMODATION:

- Force 10 gas stove with oven, new from 2015

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-
- Isotherm fridge with cooling system via seawater.
 - Pressurised hot and cold water system
 - Separate tap with filtered water via carbon filter.
 - Seawater hand pump.
 - Foot pump for water.
 - Electric induction cooking plate on shore power.
 - All necessary cutlery and plates.
 - 2 gas bottles outside (plastic type:12,5l/3,7 kg)
 - gas and CO2 detection system.
 - Side panels covered with stainless steel plates around the cooking stove.
 - Lots of storage- Forward cabin special mattress (2015) and saloon cushions re-upholstered

SAILS:

- Staysail on furler, Facnor, new from 2014
- Mainsail: Hybrid (no laminate) Dacron and Dynema; bulletproof. Triradial 2014
- Genoa: Hybrid (no laminate) Dacron and Dynema; bulletproof. Triradial 2009
- Staysail: Hybrid (no laminate) Dacron and Dynema; bulletproof. Triradial 2017
- Heavy weather Spinnaker 75m2 in special bag. (easy for hoisting)
- Gennaker 70 m2 in special bag. (easy for hoisting).

DECK EQUIPMENT:

- Anchor section: double anchor rollers.
- Brake anchor 24 kg with 100m 10mm chain (2020) with line 50m
- Danforth anchor 20 kg with 40 m 10 mm chain and with line, 100 m
- Fortress Aluminium anchor with lead line
- Lewmar 1000 Watt anchor winch with remote control with wire and wireless.

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- Hull protection with stainless steel on the bow section. 2015- 2x150 m of floating line, 10 mm (2016)
 - Board Navigation lights green and red with normal lamps, only to use when motoring.
 - Profurl furler for genoa new bearings
 - 8 cleats (2 extra on the bow 2017) with stainless steel protection on deck hull connection
 - Lewmar deck hatch with vent
 - Jackstay
 - Granny bar with storage for halyards
 - Main spinnaker pole on the mast.
 - Secondary pole for stay-sail on the starboard side with rope down haul new 2014
 - All navigation lights
 - Antenna's for technical equipment
 - Hatches have sun covers made in sunbrella- New windows on the roof 2014
 - Sprayhood
 - Bimini and full sun covers
 - Hypalon dinghy
 - 5hp Yamaha fourstroke outboard
 - Cockpit shower with hot and cold water
 - Solar panels
 - Generator
 - Water maker

MAINTENANCE:

- The boat has an enormous amount of spare parts. Eg. Spare cutter sail, spare prop for Yamaha outboard, spare ropes, screws and bolts, spare self-tailing winch Lewmar 30, paint for the deck, cleaning products and polishing products.
- A drill on batteries, 2 sanders, a grinder, and many other tools are on board.

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- The hull of Anastasia has been repainted and two layers of epoxy hull guard have been added, above and under the waterline.

- New anti-foul has been done in September 2018.
- In 2014 the whole deck was repainted anti slip paint grey.
- In 2014 new stainless steel life lines- In 2014 port and starboard gates in lifelines
- In 2014 new standing rig.
- In 2019 2 new D1 (changed in Tahiti)

COVERS:

- Bimini Top
- Mainsail cover
- Cockpit cover
- Spray hood

OUTSIDE EQUIPMENT / EXTRAS:

- Wind generator Silentwind 400+Solar panels 2x100W
- Watt & sea hydro generator with bigger prop (original prop as spare)
- Cockpit cushions new 2019
- Swimming ladder
- Cockpit shower hot and cold
- Outboard engine brackets
- DavitsRadar reflector Echomax dual band
- Tender Highfield light 240, RIB, aluminium
- Liferaft Plastimo ocean 6 P
- 4 automatic life vests all with integrated harness

INSIDE EQUIPMENT:

- Electric bilge pump

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-
- Manual bilge pump
 - Battery charger
 - Heating: Mikuni (hot air) -Refleks
 - Hot water new boiler (september 2017)
 - Fresh water maker Katadyn Powersurviver 80 E /12V new membranes 2020
 - Sea water pump/deckwash
 - Oven Force 10
 - Marine head
 - Refrigerator
 - Deep freezer compartment

OUTSIDE DESCRIPTION: ANASTASIA FROM BOW TO STERN:

- Anchor section: double anchor rollers
- Brake anchor 24 kg with 75m 10mm chain (2015) with line 50m
- Danforth anchor 20 kg with 40 m 10 mm chain and with line, 100 m
- Fortress Aluminium anchor with lead line
- Anchor winch Lewmar 1400 Watt with remote control with wire and wireless.
- Hull protection with stainless steel on the bow section. 2015
- 110 m of floating line, 12 mm (2016)
- Board Navigation lights green and red with normal lamps, only to use when motoring.
- Furler for genua, Profurl
- 4 cleats (2 extra 2017) with stainless steel protection on deck hull connection
- Cutter sail (jib) on furler, Facnor, new from 2014
- Deck hatch Lewmar with aeration, mirror folio for sun protection
- 2 Wichard eye-pads for fixation of dinghy.

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- Jack line in ribbon mid ship on deck.
 - Granny bar with storage for halliards;
 - Main spinnaker pole on the mast.
 - Secondary pole for job on the starboard side
 - Slotted rigging (up spreader longer than down one): allows the genoa to pass between the stays.
 - On the mast one winch, ST 30 Lewmar with 3 Antal jammers/stoppers
 - Two fixed eyes on the sides of the mast for the spinnaker pole of the jib
 - Mast with radar dome, and protection by rope.
 - Under the radar dome a fog horn and loudspeaker linked on the VHF.
 - Deck light LED
 - Wi-Fi antenna + router
 - Steam light
 - Tricolour top light with led
 - Anchor light with Led
 - Flexible antenna for VHF
 - Flexible antenna for AIS
 - Antenna for BVT television via computer.
 - Antenna from active radar reflector Echomax.
 - Spare halliard for genoa
 - Mainsail: Hybrid (no laminate) Dacron and Dyneema; bulletproof. Triradial 2014
 - Genoa: Hybrid (no laminate) Dacron and Dyneema; bulletproof. Triradial 2009
 - Jib: Hybrid (no laminate) Dacron and Dyneema; bulletproof. Triradial 2017
 - Running Back stays: in Dyneema, light and super strong

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- Top protection on halliard mainsail
- Walder gibe brake
- In 2014 the whole deck was repainted anti slip paint grey.
- In 2014 new life lines stainless steel top bigger than second
- In 2014 port and starboard side openings in lifelines, adapted sceptres.
- 2 Barber haulers for spinnaker sheets Antal
- 2 Hatches have sun covers made in Sunbrella
- All Hatches and windows covered with mirror sun protection
- Windows have insulated external sun covers (new in 2014)
- New windows on the roof 2014
- Handholds on both sides external of the cockpit
- Sprayhood in Sunbrella with middle opening and led light strip integrated. Sprayhood with two hand grips integrated.
- Bimini in sunbrella with centre window for view on the mainsail.
- Side panels front, port, starboard, back. With windows and zips on Bimini, plus front sun cover up to the mast and two sun covers back on the arch Bimini has a cover when pulled together for complete weather protection.
- Cockpit with wooden holding on the bottom
- Two hand holds on the rooftop in cockpit.
- 2x12 v plug and 2x USB plug in cockpit
- Raymarine, wind, speed, depth, ST60
- Garmin GPS 128
- Raymarine auto pilote st 5000+
- Helm with spinlock joystick
- Electric winch Anderson on roof
- Mainsail halliard

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-
- Reefs 2
 - Outhaul
 - Garmin VHF external speaker and handset inside and outside
 - 2 Wichard pad-eyes for lifelines harness at the entrance
 - Bridge deck with storage of a life raft 6 persons Ocean class cat 2
 - 2 st winches Lewmar 45
 - 2 st winches Lewmar 30 spinnaker
 - Starboard side storage for gas bottles
 - Port side storage of heating Mikuni
 - Shore power cable
 - Amplifier SSB antenna
 - Port side deck wash, sea water
 - Starboard outside shower with warm and cold water.
 - Davit on arch with 2 solar panels total 200 watt new 2015
 - Watt and Sea hydro generator 300 watt new 2015
 - Wind generator silent wind with carbon blades, new 2015
 - MPI arch external antenna for Iridium telephone, antenna for weather device and spare VHF
 - Cockpit light under arch LED
 - Cap Horn wind steering
 - Hypalon 2m Highfield dinghy with outboard 5 HP Yamaha with external tank with 10L and small tank for gasoline all new 2015, incl. repair kit, pump and two spare oars.
 - Cover on the tubes and outboard of the dinghy for protection, protection net on the bow of dinghy, long stainless cable with lock .
 - Holder for outboard and for BBQ big green egg. Holder for fishing gear
Insulated backstay for SSB
two rollers with each 110 m of floating rope. Extended Fishing gear

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-Heavy weather Spinnaker 75m² in special bag. (easy for hoisting) Gennaker 70 m² in special bag. (easy for hoisting).

MAIN SPECS:

Boat Name

Anastasia

Flag of Registry: Belgium

Keel: Twin Keel

Hull Shape: Monohull

Dimensions

LOA: 35 ft 0 in

Beam: 13 ft 0 in

Length of Deck: 35 ft 0 in

Maximum Draft: 5 ft 6 in

Displacement: 4700 kgs Dry Load

Ballast: 1800 kgs

Engines

Total Power: 27 HP

Engine 1:

Engine Brand: Yanmar

Engine Model: 3GM30

Engine Type: Inboard

Engine/Fuel Type: Diesel

Location: Center

Engine Hours: 2500

Propeller: 2 blade propeller Max Prop

Drive Type: Sail drive new seal september 2018

Engine Power: 27 HP

Tanks

Fresh Water Tanks: (600 Litres)

Fuel Tanks: (270 Litres)

Accommodation

Number of single berths: 2

Number of double berths: 2

Number of cabins: 2

Number of heads: 1

Number of bathrooms: 1

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