VERONESE 48 FT BERMUDAN CUTTER RIGGED MOTOR SAILER 1958



Specification

RESOLUTION II

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Designer	Bruno Veronese	Length waterline	35 ft 5 in / 10.8 m	Engine	Iveco AIFO 95 HP 1999
Builder	Cantiere di Pisa	Beam	12 ft 3 in / 3.74 m	Location	Italy
Date	1958	Draft	23 ft 0 in / 7 m		
Length overall	48 ft 1 in / 14.65 m	Displacement	19 Tonnes		
Length deck	48 ft 1 in / 14.65 m	Construction	Carvel mahogany on oak frames and steel ribs		

These details are provisional and may be amended

Specification

BROKER'S COMMENTS

RESOLUTION II is a Bermudan cutter rigged motor yacht, designed by Bruno Veronese who under the pseudonym Capitano Black wrote “Yachting” the first comprehensive manual for yachtsmen by an Italian author. Having written numerous articles also for the major yachting magazines, his final treatise \"Yacht Progetto e Costruzione\", was published posthumously in 1991. Veronese’s design career started in the late 1940s in Genoa and his quite prolific output yielded some 30 yachts built to his designs including the Classics; COPPELIA, TYRSA, EURYDICE, VALLEY III and PANDORA; all notable for both their elegance and the strength of their design in construction. Benefitting also from the ideas of other designers, some influence of Jack Laurent Giles can be seen in respect of this boat RESOLUTION II. She has proved the ideal cruising yacht for friends and family - and for the evident pleasure particularly of the owner’s two younger children. Perfect for holidays she is warm and welcoming – yet all for escape and freedom. Moreover for a vessel of her size she is remarkably easy to manoeuvre both under sail, with extensive reefing capabilities or engine, even by one person, thanks to ideal positioning of the controls – and indeed her propeller configuration, enabling her to turn on the spot.

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HISTORY

Originally RO-RO IV, she was built by Cantiere di Pisa in 1958, to the order of Italian industrialist Sr Roveda - a gift for his wife Rossella; hence the name RO-RO IV. For more than forty years, she was based in Portoferraio, on the island of Elba where Roveda owned a vineyard. She sailed everywhere in Mediterranean and even to the West Indies, with a permanent skipper, who maintained, prepared and delivered her as required.

In 2002 Sr Roveda, at nearly eighty years old, was preparing for a cruise to Spitzbergen, when his skipper Luca Riva of more than fifteen years decided to retire, prompting Roveda also to swallow the anchor. He sold RO-RO to a Mr Charles Flahs in 2003 who registered her in France. Shortly up for sale again she was bought by her present owner and rechristened RESOLUTION II in 2005.

Thereafter she was based successively in Port Grimaud (2005), Saint-Laurent-du-Var (2006 - 2007), Port-El-Kantaoui in Tunisia (2008 and 2009) and Kalamata in Greece (2010-2011). From these bases she has sailed the Cote d'Azur, Corsican, Sardinia, the Tuscan archipelago, Sicily and the Aeolian Islands, Malta and at last Greek waters and the Ionian Islands, Crete and adjacent archipelago.

Specification

CONSTRUCTION

- Carvel mahogany planking on oak and steel frames
- Teak deck
- Mahogany superstructure
- Mahogany interior joinery

Specification

ACCOMMODATION AND DOMESTIC EQUIPMENT

- Cockpit with deck shower

Main saloon cabin
- 2 x settee berths
- Substantial stowage in numerous cupboards and drawers

Galley
- Gimballed 4 burner hob and oven
- Fridge / freezer – 2 compartments

Fore cabin
- 2 x large berths
- 2 x cupboards
- 12 x drawers
- Head with Baby Blake WC, shower and wash basin

Aft cabin
- 2 x single berths
- 1 cupboard and 2 drawer stowage
- En suite head with electric WC and wash basin

Specification

RIG, SPARS, SAILS AND CANVAS

- Mast, boom and staysail boom of varnished spruce
- Spare aluminium boom; not much used
- Cutter rig enable keeping station while changing fore sails under way
- 2 x Anderson ST halyard winches
- Stainless steel standing rigging
- Mixed synthetic fibre running rigging
- Wichard boom brake 2007
- Main sail Lee Sails 1997, cut shorter than original better to balance the rig
- Genoa Lee Sails 1995
- Yankee Lee Sails 1995
- Boomed stay sail Midi Voiles 2005
- Main sail cover
- Hatch covers
- All over cover
- Sun awning

Specification

DECK EQUIPMENT AND GROUND TACKLE

- Stainless steel pulpit, pushpit, stanchions and guard rails
- Spare emergency anchor stowed below and not yet used

- 2 x gates
- 2 x Anderson ST sheet winches
- Cockpit with high coamings and stowage lockers under hinged seating
- Electric anchor windlass, controllable from cockpit
- Bruce 30 Kg anchor 1995
- 60 m x 12 mm chain
- Light aluminium anchor and 30 m stern running line
- 2 x Dorade vents
- Butterfly hatch over fore cabin
- Coach with opening lights forward
- Teak handrails on coach roof
- Swimming ladder
- 2 x Mooring lines; 100 m and 30 m
- 8 x Fenders with covers

Specification

MECHANICAL ELECTRICAL AND TANKAGE

- Iveco AIFO 95 HP engine 1999, 7- 8 knots at 1,800 rpm, serviced annually
- Wheel steering and engine instrument console forward in cockpit
- 2 x Balmar 110 A generators; engine and service interchangeable
- 12 V Electrical circuit
- 6 x 100 A Domestic batteries
- 3 x 100 A Engine start batteries
- Mains 110 / 220V 25 A battery charger
- Shore power
- Invertor
- Mast spreader deck lights
- Navigation lights
- 2 x 250 L metal fuel tanks 1996
- 1 x GRP 800 l fresh water tank

Specification

NAVIGATION COMMUNICATIONS AND ELECTRONICS

- Robertson automatic pilot 1995
- Furuno LCD radar
- Icom IC - M 801 1995
- Mariner VHF 1995
- Raytheon echo sounder 2000
- GPS
- Steering compass

Specification

SAFETY

- 2 x horseshoe life rings
- 1 X 8 person life raft 2007 serviced 2010
- 1 x manual bilge pump
- 2 x Electric bilge pumps
- EPIRB
- Flares
- 4 x Fire extinguishers

Specification

REFIT

The principal works since 2005 undertaken by properly qualified professionals
- New propellor shaft 2005
- New winches and halyards 2005
- New Staysail 2005
- Stripping and repainting the hull and refixing the keel 2006
- Replacement of WC with a Baby Blake 2006
- New battery banks 2006 and 2008
- Complete hull repaint 2008

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY






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