

1970 Cantiere SAI Ambrosini Tiger Shark 55

€120,000 tax paid

Iconic and historic alloy sportsfisher



General Information

Manufacturer/Model	Cantiere SAI Ambrosini Tiger Shark 55
Designer	Franco HARRAUER
Year	1970
Category	Power
New or Used	Used
Sale Status	Available
Price	€120,000
Tax/VAT Status	Tax paid
Lying	Marina di Castellabbate, Italy
Reference	1597154

Specifications

LOA	16.77m
LWL	13m
Beam	4.62m
Draft	0.7m
Displacement	17000kg
Engine	2x CAT 3208 425hp
Engine Hours	300
Fuel	diesel
Fuel Capacity	2660l
Hull Construction	Aluminium
Berths	7
Cabins	4
Drinking Water Capacity	1000l

Description

The Tiger Shark 55 is probably one of the most iconic design from Franco HARRAUER. ALALUNGA IX is the second (and only existing) hull of this boat refitted from the current owner she is in his original shape ready for cruising.

FURTHER BROKER'S COMMENTS:

ALALUNGA IX is hull number two of the two "Tiger Shark 55's" designed by Franco HARRAUER and built by Cantieri Società Aeronautica Italiana owned by Ing. Ambrosini. The boat was the result of a design experiment involving the most important naval architects of the era. The concept was born at a symposium at the Salone Nautico di Genova in 1967. With the first boat launched a year later and displayed at the Genoa show.

The Società Aeronautica Italiana (SAI) Ambrosini shipyard was opened in Passignano sul Trasimeno specifically to build the Macchi C200 fighter plane used by the Italian military during World War II. After the war the facility start using its technology and construction skills for civil aviation projects and the two yacht designs from Franco HARRAUER: the Tiger Shark 55 and the Blueshark 950.

Today ALALUNGA IX is a great example of classic Franco HARRAUER design and the technological experimentation found in post-war Italy. She is not only a piece of important Italian history, but a work of art in her construction and a very capable sea-going motor yacht, ideally suited to offshore sportfishing.

Refitted in 2017 and with the benefit of replacement CAT 425hp engines in 1999 (with only circa 300hrs run), ALALUNGA IX is in great shape and ready for her next owner.

MANUFACTURER OVERVIEW:

The sea vocation of SAI Ambrosini was born from the seaplanes, from the light alloy processing technologies acquired in decades of aeronautical processing, which led to the construction of avant-garde racers.

Many projects were carried out by the Marine Division of the SAI Ambrosini both for civil and military use; for the private clientele many sailboats and motor boats were built and, among the first, they are unforgettable YENA - at the top of the most important IOR rankings and unharmed by the terrible storm of the 1979 Fastnet, DIDA, CARINA VON FORELE, PACIFIC, DOCTOR FAUST, EMEREAUDE II, IL MORO DI VENEZIA - entirely in light alloy, and LONGOBARDA - first maxi-yacht in carbon fibre..

PRESS REVIEW:

Not many years have passed since February 1967 when a small group of naval architects gathered at the Genoa International Boat Show to discuss the various and complex problems of the sector in a symposium.

Today, just over three years away, the results confirm the need for the presence of the naval designer in the team of designers. These architects are specialists who know the nautical problems of life on board and navigation: they are professionals who have a particular direct construction experience, combined with a sensitivity on the knowledge of shipbuilding problems.

In fact, it is not possible to design or furnish a cabin without specific experiences, based only on an "earth" design designed for interiors that are fixed and that only an earthquake can move.

The boat is a living construction, always on the move and subject to the most varied internal and external stresses.

The "Tiger Shark" design can be considered a pure "design" experiment, in which no aesthetic concession has been made... The hull, made of Peralurnan 35 aluminium with longitudinal structure, has a very backward CC and the consequent concentration of weights (engine equipment and tanks) in the stern sectors has allowed the use of large volumes for the purpose of habitability, which has an index very high for a boat of only 13 m. of LWL.

The bridge is designed to have a minimum of 2 meters in the habitable zone and a height of aft wall compatible with the fishing needs. Furthermore, this configuration avoids interruption of the beams in the areas of greatest stress. The structure is made up of four side members that act as a base for the engines with a box keel beam.

The distinctive "nose" of the "Tiger Shark" was born as a function of three precise needs:

- The need to have a pulpit with at least three and a half meters of overhang with respect to the maximum length at the waterline
- The desire to have the maximum useful bridge area
- Possibility of arranging two anchors whose setting does not require manual intervention

These three objectives have been achieved with the study of a bow shape that also has a precise hydrodynamic function in sailing conditions with adverse sea. The engine equipment consists of two turbocharged Caterpillar D 336 A-TA diesels delivering a maximum power of 455 HP each. Axles, U-bolts, propellers and rudders are made of stainless steel.

From altomareblu.com

Specification

CONSTRUCTION

RCD /RINA Status:

- Our understanding is that the vessel is exempt from the Recreational Craft Directive as she was first placed into use within EEA waters prior to 16th June 1998.
- RINA inspected in 2017 and valid until 2020

Hull Construction:

- Made of Peraluman 35 with longitudinal structure, a light alloy used for aeronautical constructions. The hulls, like aircraft fuselages, were built upside down on "scali" that used part of the structural elements of the boat.
- Hull structure stripped back to raw metal and refinished with transparent coatings – 2017
- Hull plate thickness checked prior to 2017 refit

Deck & Superstructure Construction:

- The deck configuration avoids interruption of the beams in the areas of greater stress.
- The structure is made up of four side members that act as a base for the engines with a box keel beam.
- Superstructure stripped back and refinished as hull – 2017
- Teak laid aft cockpit

MACHINERY

Engine & gearbox:

- 2x Caterpillar 3208 V8 4-stroke turbo-charged 425hp diesel engines – 1999
- Fresh water engine cooling via raw water intakes and heat exchangers
- Reduction gearboxes with shaft drives
- 4-bladed propellers

Service & Maintenance:

- Engine hours – approx. 300 as of March 2018

Propulsion & Steering:

- Hydraulic steering with stainless steel rudders
- Three helm stations (lower helm, flybridge and aft cockpit)
- Bowthruster

ELECTRIAL SYSTEMS

Voltage systems:

- 12vDC primary domestic system with 12vDC starting circuit and 220v AC via shorepower
- Electrical systems overhauled - 2017

Battery Banks:

- 4x AGM batteries for services – 2016
- 2x engines start batteries - 2017

Charging / Inverter:

- Battery charger

Generator:

- 220vAC diesel generator
- Overhauled in 2017

Alternators:

- 2x 12vDC 51Amp engine-mounted alternators

Shore Power:

- 220vAC shorepower

PLUMBING & GAS SYSTEMS

Fresh Water:

- Pressurised fresh water system with 12vDC pressure pump
- Hot & cold pressurised water supply via engine-driven calorifiers or via 220vAC immersion heater element in well-insulated hot water tank

Bilge Pumps:

- 12vDC electric bilge pump with float switch

TANKAGE

Fuel:

- 2,660 litres fuel capacity in 2x tanks

Fresh Water:

- 1000 litres fresh water capacity in 1x tank

NAVIGATION & COMMUNICATION EQUIPMENT

In Cockpit:

- Radar
- Plotter
- Autopilot

Communications Equipment:

- VHF

DOMESTIC EQUIPMENT

Galley:

- Electric stove with 4x burners
- Twin stainless steel sinks with fresh water supply
- Twin front opening fridges

Heads:

- Electric heads
- Fresh water supplies with shower in heads

Entertainment:

- LCD TV with amplified aerial

ACCOMMODATION

Summary of Accommodation:

7 berths in 4 cabins. Double crew cabin forward accessed from deck hatch. Owner's cabin with twin berths and ensuite heads. Single guest cabin aft to starboard. Guest heads opposite to port. Twin bunk guest cabin aft to starboard. Galley opposite to port. Steps up to main saloon area with settee table, height adjustable table and lower helm position.

Designed for sport fishing on the high seas: the hull is of the deep V type; the external layout has a low cockpit and a tuna-door, tanks for the catch and a compartment for living. In the engine room, 1.90 m high, the generator is also housed.

DECK EQUIPMENT

General:

- Twin guardwires with stanchions
- Pulpit
- Steps to flybridge

Anchoring & Mooring:

- 2x 12vDC electric windlasses
- 2x Danforth anchors with chain
- Warps and fenders

Covers, Cushions & Canvas:

- Bow bathing cushions

SAFETY EQUIPMENT:

General note on safety equipment: Any safety equipment such as liferafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

Viewing arrangements

Lying Marina di Castellabate, Italy

Available to view strictly by appointment

Office Hours Mon- Fri 0900 – 17.00

Saturday by prior appointment

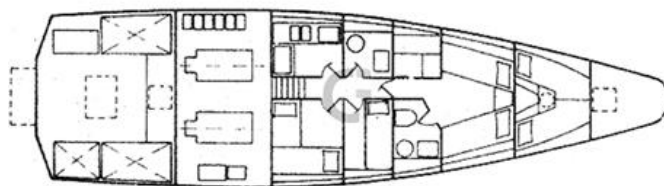
For more information or to arrange a viewing please contact us.

Please Note: Due to the varying locations of our yachts, your travel time and the distances that may be involved, we recommend that you only make arrangements to view if you are actively considering purchase.

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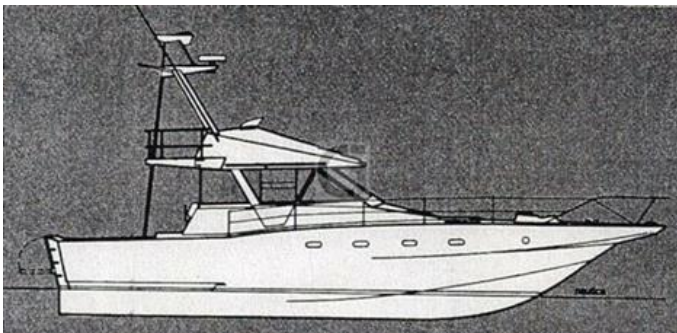














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