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NEW BUILD - XPM78 V.2 Explorer Yacht



Listing ID - 4208

Description NEW BUILD - XPM78 V.2 Explorer Yacht

Date Built to order

Launched

Length 23.8m (78ft 1in)

Beam 5.13m (16ft 9in)

Draft 1.3m (4ft 3in)

Location Turkey or Greece

Broker Clive Bennett
clive.bennett@seaboatsbrokers.com
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Price POA

Naval Architect: Artnautica, Dennis Harjaama

Classification: UK MCA Category 0 (MGN 280 <24m, Unrestricted Service), CE

Exterior Styling: Artnautica, Dennis Harjaama

Interior Styling: NAVAL Studio

Stability: (-)180 angle of vanishing stability, hull will dry upright on firm ground

LOA: 23.8m / 78.2'

LWL: 23.8m / 78.2'

Beam: 5.13m / 16.8'

Draft: 1.3m / 4.2'

Air Draft: 6.4m / 21' (top of arch, not including antennae)

Displacement: 41,000 kg / 90,000 lbs (half tanks)

Gross Tonnage: 66.8 tons (calculated by Bureau Veritas)

Net Tonnage: 50.12 (calculated by Bureau Veritas)

Max. Speed: 15 kts (excess of hull speed but without Hybrid boost)

Cruising Speed: 10.5 knots
Range: @10kts 7000+nm
Water Capacity: 7000L / 2000 USG (rounded)
Fuel Capacity: 15,000 L / 4000 USG (rounded)

Portholes on Sides: There is more visual opportunity to enjoy XPM78 with your long range cruises.

Twin Engines: JOHN DEERE 160HP x 2 diesel engines instead of single propulsion. Twin engine version gives better performance, extra safety. JD Engines have world-wide service network, easy to find spare parts and are known as low maintenance engines.

Parallel Hybrid Propulsion: 50kw x 2 e-motors + 120 kwh Lithium batteries controlled by an electro mechanical clutch

Solar Power: 36 sqm solar panel area which generates 6,3 kw/hour. If considered as 6 hours of efficient sunlight in a day; the solar panels generate 38 kw/day which is not only enough for house load but also enough to load the Lithium batteries.

3 Cabins Layout: 1 Master Cabin + 1 VIP Cabin 1 guest cabin

Larger and Higher Saloon and Flybridge: Saloon and flybridge has been extended to forward by keeping her outstanding stability performance and nice look. Saloon height and flybridge height have been also raised.

Seating Area on the Aft Deck: The aft deck is designed for long cruises, as well as to enjoy the sea, sun and meal time. There is an L shape seating area, barbeque, fridge, sink that enables the owners a beautiful outside area to enjoy.

Bulwarks on the Bow: Better optical side views and protection against waves.

Steering System: Wills Ridley Brand from U.K. has been applied. Independent rudder control for dynamic positioning system accuracy and maneuverability. An easy valve operation for keeping rudders in sync while using manual helm pump.

Dynamic Positioning System: Two independent rudder control systems, larger bow thruster and the control unit makes the boat positioned in the same position without anchor. Another innovative system on XPM boats.

Advanced Automation and Alarm Systems: All controls and monitoring of systems are on one system with additional back up configurations. Integrated helm station and ship MIMIC diagrams covering nav and all machinery plus ship alarms, CCTV, horn and nav light arrays

Advanced safety systems for MCA compliance: MCA Certification requires many safety regulations and they are quite strict but makes the boat super safe. By getting MCA cert. The XPM78 will be proven about safety concerns. Also MCA enables commercial chartering license worldwide.

Certification: All XPM boats are certified with CE A Open Class and MCA through international approved institutions.

Equipment's that have worldwide services: Our main goal is to go far and to go everywhere with any XPM boat. All XPM equipment are equipped by worldwide known and certified brands. They are all proven products and worldwide service network. In long passages, no matter where the boat is, any technical problem on equipment and systems can be fixed easily and any spare part can be found easily.

After Sales Warranty Package: We are behind our product. We keep our good relationship with our clients and we are aware that best marketing and selling point is to keep our clients happy even after delivery of the yacht. We have a wide range of warranty package.

Rotor Stabilizer: The rotor stabilizers are one of the latest innovation in the marine stabilization market. XPM78-02 are equipped by DMS Magnus Master retractable stabilizers. They work on 24V DC electric. They are light, unnoisy and less resistance underwater.

Construction

Hull and superstructure, welded aluminum with five watertight bulkheads

25mm aluminum Keel Bar running from bow to transom

Hull above waterline 6 & 10 plate, below the waterline, is 15 mm plate

Double skin hull below the waterline for central 3 watertight compartments also forming water and fuel tanks.

Substantial grounding plates to each shaft skeg.

26mm tempered & laminated glazing
2 Exterior Bofor watertight aluminum doors
10 aluminum deck hatches with 16mm laminated glass
2 access hatches for forepeak and engine room

Propulsion & Steering

Engines: 2 by 4045 AFM85 John Deere M1 continuous rated 120kW at 2300 RPM
Gearbox: 2 by 5050 Twin Disc Reduction boxes 2.5:1 with down-angle
Exhaust: Halyard wet exhaust, 3" dry stack 5" wet with combi Silencer/Water Separator
Hybrid Drive: 2 by ESCO PHT parallel hybrid step down drive 1.47:1 reduction with isolating clutch
Hybrid: 2 by 30kW @ 1000 rpm Praxis high voltage DC propulsion motors ,water glycol cooled, 96kW generation at 2300 RPM
Propeller: 2 by Bruntons Auto Prop 750mm 900 RPM with shaft and self-aligning drive bearing
Bow Thrust: Side Power 12kW Extended Run time proportionally controlled
Steering: Wills Ridley twin independent hydraulic rudder controls

Machinery

Potable Water: Delfin watermaker, Kabola heater, Webasto calorifier
Hvac: Webasto chiller & air handlers
Fire: Sea Fire engine room automated fire suppression, Praxis detection, SW Fire suppression Stabilizers: DMS Zero Speed, Foldable
Crane: Commercial marine hydraulic Knuckle crane for tender and stores
Ancillary: Well-equipped stores and workshop

Electrical System

Batteries: Praxis 120kWh LiPO power bank, Firefly 2kWh engine starter bank
Inverters: Praxis high power liquid cooled, Victron tertiary services
Solar Panels: 8kW conformable panel PV arrays, Victron MPPT feeding battery bank Monitoring: Praxis electrical system integration on redundant Ethernet backbone

Navigation Equipment

Navigation: Time Zero integrated navigation software for Nav, weather, tide
Furuno: none IMO for Radar, GPS, Compass, AIS, VHS integrated in to Time Zero, speed, depth, trim, roll, Sonar/depth
Helm: Praxis integrated helm station for steering, joystick, jog, auto-helm, DP functions
Praxis: Integrated helm station and ship MIMIC diagrams covering nav and all machinery plus ship alarms, CCTV, horn and nav light arrays
Helm Chair: SHOX multi-adjust and shock mitigating helm chairs to Helm & Flybridge

Deck, Anchoring, Mooring & Paravane Equipment

Anchors: Primary - Rocna (oversized), Secondary - Fortress kedge, Drogue and Para sea anchor Windlass: Maxwell with control from foredeck and helm station
Chain: 100m galvanized
Winches: Lewmar for kedging on Foredeck and Transom
Cleats: Vessel designed with 4 drydock lifting cleats secured through hull

Domestic Equipment

Bosch: Cooker, fridge freezers, microwave, cooktop, washing, drying
Toilets: Vacuflush Vacuum Generator with Bidet addition
Black & Grey: Integral Grey water and Polypropylene Black water tanks
Washdown: Freshwater washdown at forepeak, aft deck and transom

Tender and Equipment

Hull: 5 meter, aluminum planning hull with commercial rub strake and bow push fender

Propulsion: Yanmar 75kW diesel inboard, Castoldi Jet Drive

Nav: Furuno Navigation, AIS & VHF, fish finder/depth

Seating : SHOX shock mitigating helm chairs





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