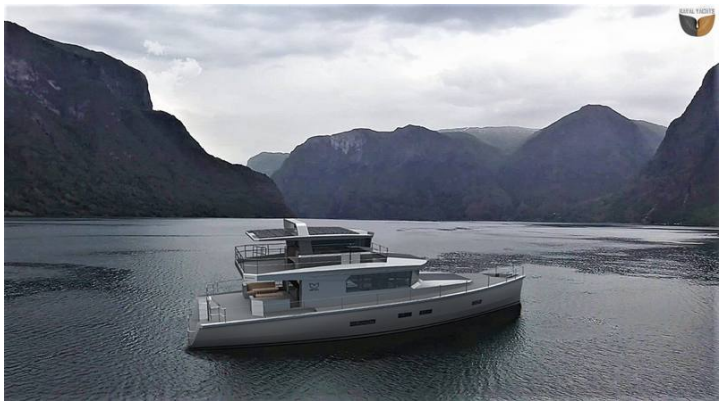
NEW BUILD - XPM85 Explorer Yacht



Listing ID - 4224

Description	**NEW BUILD - XPM85 Explorer Yacht**
Date Launched	Built to Order
Length	25.4m (85ft)
Beam	6.2m (20.3ft)
Draft	1.6m (5.2ft)
Note	2x Scania Engine
Location	Turkey / Greece
Broker	Clive Bennett clive.bennett@seaboatsbrokers.com +64 27 494 9799
Price	POA

Here are the main characteristics of XPM85:
Portholes on sides: There is more visual opportunity to enjoy XPM78 with your long range cruises.
Twin Engines: Scania 250HP x 2 diesel engines. Twin engine version gives better performance, extra safety. Scania Engines have world wide service network, easy to find spare parts and are known as low maintenance

Type: eXtreme eXploration Passage Maker
Naval Architect: NAVAL Studio
Interior Styling: NAVAL Studio
Exterior Styling: Dennis Harjaama / Artnautica NZ
Genset (Onan): Optional
Displacement: 45,00 Tons
Full Speed Diesel Model: 14,00 Knots
Cruising Speed: 12,00 Knots

Electric Engines: 1x120 HP Gardner Diesel
Hull & Superstructure Material: Marine Grade Aluminum
Registered Length:25. 4m / 85' (UK MCA)
Exterior Styling: Artnautica, Dennis Harjaama
Naval Architect: Artnautica, Dennis Harjaama
Interior Styling: NAVAL Studio

Dimensions
Loa: 25.4m / 85'
Lwl: 25.4m / 85'
Beam: 6.2m / 20,3'
Draft: 1.6m / 5,2'

Displacement: 52,000 kg / 114,640 lbs (half tanks)
Net tonnage: 52,000 kg / 114,640 lbs
Air draft : 6.8m / 22,3' (top of arch, not including antennae)

Performance
Classification: UK MCA Category 0 (MGN 280 <24m, Unrestricted Service), CE
Stability (-)180 angle of vanishing stability, hull will dry upright on firm ground
Cruising speed: 10.5 kts
Max. Speed: 16.0 kts (excess of hull speed but without Hybrid boost)
Range @10kts7000+ nm
Fuel capacity 15,790 L / 4,171 USG (rounded)
Water capacity 7,900 L / 2,086 USG (rounded)

Construction
Hull and superstructure, welded aluminum with six 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
6 aluminum deck hatches with 16mm laminated glass
2 access hatches for forepeak and engine room

Propulsion & Steering
Engines: 2 by Scania 250 Hp diesel engine
Gearbox: 2 by NOGVA GEAR HC-168-C 2.95:1 ratio
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: 1 by Cummins Onan Marine QD 13,5 KW
Propeller: 2 by Nogva N4 215 4 Bladed Propeller 975 mm
Bow thrust: Side Power 12kW Extended Run time proportionally controlled
Steering: Wills Ridley twin independent hydraulic rudder controls

Machinery
Potable water: Delfin watermaker, Webasto diesel heater, Webasto calorifier
Hvac: Webasto chiller & air handlers

Fire: SeaFire engine room automated fire suppression, SW Fire suppression
Stabilisers: Humphree CF553
Crane: Commercial marine hydraulic Knuckle crane for tender and stores
Ancillary: Well-equipped stores and workshop

Electrical System
Batteries: Firefly 2kWh engine starter bank, Firefly Carbon Foam 4V 450 Ah House Battery Inverters: Victron is combined inverter and charger
Solar panels: Generates 6,3 kW/h and 38 kW/day, Victron MPPT feeding battery bank
Monitoring: Maretron/Furuno 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 TimeZero, speed, depth, trim, roll, Sonar/depth
Helm: Furuno integrated helm station for alarm and monitoring equipment, navigational equipment, other navigational and technical equipment
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 planing 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

Shaft and propeller system: XPM85 is equipped with CPP (Conrolled Pitch and Propeller) from Nogva Company. CPP system increases the efficiency incredibly and is one of the best configuration for XPM Yachts.

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 + 2 guest cabins + Crew 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.

Steering System: Wills Ridley Brand from U.K. has been applied. An easy valve operation for keeping rudders in sync while using manual helm pump.

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 Unrestricted Navigation Category and MCA MGN 280 through international approved institutions.

Equipment that have worlwide 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.

Fin Stabiliser: XPM85 is equipped with Humphree brand fin stabilisers. Humphree fin stabilisers work on 24 VDC and enables a great stability both during cruise and zero speed. The stabilisers are one of the latest inovation in the marine stabilisation market. XPM78-02 are equipped by DMS Magnus Master retractable stabilisers. The system is fully electric with a minimum energy consumption. No need for a running genset. It´s light weight & compact size is highly appreciated among yacht owners around the world.

FEATURES

LONG

Length; maximum LWL for hull efficiency & speed
Days, high mileage per 24hr day, averaging 240-260 nm days in typical passage conditions
Range, minimum 6000nm @ 10kts range in typical open ocean conditions
Anchorage times, measured in weeks and months not days.
Forepeak for storage only
Engine room with workshop, all aft

LEAN

Beam with wave piercing style bow for maximum "silent and slippery" wave piercing and minimal wave/wake making.
Green energy wise in all regards, propulsion, electrical, maintenance
Remember the 99% Rule: Designed for just the 2 of us 99% of the time

LOW

Physical appearance being long and low in the water with low house and superstructure above decks.
Air draft for as many options of canals, locks, lower bridges
Maintenance Unpainted exterior, minimum stainless

Costs to maintain and operate
Dependencies ashore, maximize self sufficiency
D/L ratio, low displacement to find the "Goldilocks" just right balance of having enough displacement for maximum sea kindliness and yet minimum mass to drive through the water
Height, no double stacked living spaces
Shoal draft less than 1.5m (5 feet) for exploring the shallows
Fly bridge "lite" on roof of cabin with full upper helm station

LIGHT & LITE:
Visual appearance on the water, long, low, lean and mean.
Displacement by saving weight where possible and spending where wise.
Bright everywhere inside, 360-degree light & views in SuperSalon
Open plan galley & salon

LONGEVITY:
Value
Service intervals
Equipment, engine, propulsion, systems
Max fuel capacity for longest range and time between fills

LOOKS:
Matching her/our purpose and mission.
The UN Yacht: unpainted aluminum, no stainless, no wood, no extras.
Blend in at a local working port or commercial fishing harbor and not fit so well in marinas
Strong Industrial/commercial quasi-military "vibe" partly by a design that is long, low, lean and mean" and partly through the use of very high functionality very low maintenance exterior items such as all unpainted aluminum hull and superstructure, beefy aluminum rub rails and booms and other functional "all business" meant to be used features reminiscent of modern pilot boats, tug boats and commercial fish boats than a "yacht".
Starkly contrasting the "lean & mean" exterior, the interior will have an extremely high craftsman level fit and finish of all cabinetry and interior surfaces

ECONOMICAL
Economic to build: Maximized use of 3D CAD modeling, CAM and CNC for all construction, exterior and interior materials (aluminum, wood, fabrics, etc.
Economic to maintain; Careful selection of materials, equipment and installation to minimize maintenance and failures.
Economic to operate: Maximum efficiency throughout.
Minimize size of interior with maximum comfort for 2/4/6/8; Live 2, sleep 4, eat six, entertain 8
2 cabins, 2 heads
Down Up Down design; Raised center house with 360 degrees of glass and cabins down below deck level on each end
Maximum solar output

EFFICIENT
in all regards; hull, engine, propulsion, electrical as well efficiency in use.
Maximum solar panel re-charge ability, sufficient to eliminate need for genset
Low rpm ultra-efficient and robust diesel main engine,
No generator
Battery based boat, maximum size 24v house bank, all loads 240v AC off battery/inverters

SAFE
On passage first and anchor second.
Integral tanks below WL for maximum fuel and counterbalancing water.
Self-righting; Maximum positive stability to "survive and thrive" a capsize. All our past boats were sailboats which are inherently self-righting, and we were not willing to give this up with this transition to voyaging under power.
Unappealing and menacing to others on the outside
Inviting and alluring on the inside

STRONG
Like the Timex watch commercial "take a licking and keep on ticking" self-righting and able to have an inevitable grounding and keep going, no haul out required
Strategically "over built and over engineered" in the just right places with high redundancy of all critical systems
Thrive not just survive
Watertight "crash" bow compartment at front of forepeak

COMFORTABLE
At sea first and foremost, in all weather conditions. Passive stabilization with active designed into hull but not installed at launch.
At anchor, great ventilation in all conditions, flopper stoppers, great seating, lots of light, spacious outdoor areas
"Thermos" hull; Cool in hot climates, warm in cold climates.

QUIET: weather, mechanical systems, humans, insulation, vibration.