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sales@seaboats.net - www.seaboats.net

NEW BUILD - 85m Steel/Aluminium Superyacht



Listing ID - 1459

Description 85 m Steel/Aluminium Superyacht

Date Built to order.

Launched

Length 85m (392ft)

Beam 14m (46ft)

Draft 3.8m (12.5ft)

Location ex Shipyard, Italy

Broker Clive Bennett
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Price POA

Overview:

This luxury Italian styled 85m ocean going MotorYacht is designed for unrestricted long range world cruising. The hull construction is in steel and fitted with internal watertight bulkheads dividing forepeak compartment, accommodation and tanks, engine room, steering gear compartment and aft peak water ballast tanks. The superstructures will be constructed in aluminium alloy. Accommodations are arranged for: 12 owner/guests and up to 22 crew. The propulsion arrangement consists of two main diesel engines connected to drive shafts units. A PTO/PTI is arranged for Hybrid Diesel Electric sailing in transit conditions. Optionally can be considered an azimuth stern drive propulsion system. Funnels for exhaust gas piping from the diesel engines will be installed on the port and starboard sides of the vessel and arranged in such a manner as to be clear of the exposed deck areas. The design and the construction of the vessel is to be in accordance with the rules and requirements of the Classification Society. +100 A1 SSC YACHT MONO G6 +LMC UMS Large Yacht Code (LY2).

SPECIFICATION

Length Overall: 85m

Length BPP: 81.5m
Breadth moulded: 14m
Draft: 3.8m
Depth moulded to main deck: 7m
GRT: 2500 GRT
Propulsion: 2x DD. EE. With FPP
Power: Abt 2x 3500 hp
Diesel Generator: Abt 3x 340kW
Flag: Tbd
Yacht Type: Full Displacement
Registered Type: Commercial / Private Yacht
Builder: Italian Vessel
Classification and Notation: RINA
Compliant to: MCA Large Commercial Yacht Code (LY3)
Hull Material: Steel
Superstructure: Aluminium
Decks Coverage: Teak
Design: Studio Samarelli
Noise, Vibration & Insulation: tbd (to be defined)
Cruising / Maximum Speed: 14 / 18 knots
Range at Cruising Speed: 6000 nautical miles (with 5% margin)

Tankage

Fuel Oil: Abt 250 mc
Fresh Water: Abt 100 mc
Sewage Tank: Abt 10 mc
Sludge tank: Abt 4 mc
Grey Water: Abt 40 mc
Black Water: Abt 5 mc
Bilge Water: Abt 10 mc
Foam: Abt 10 mc
Dispersant: Abt 4.5 mc
Lube Oil: Abt 6 mc
Dirty Oil: Abt 3 mc

CLASSIFICATION & REGULATIONS

The Yacht will be designed according the regulations of RINA or similar with following notation:
+100 A1 SSC YACHT MONO G6 +LMC UMS Large Yacht Code (LY2).

The vessel is to comply with the requirements of the regulations listed below and others applicable regulations, in force on the date of signature of the contract:

- Rules for the classification and construction of the Classification Society;
- Collision Regulation (COLREG 72 and amendments);
- International Load Line Certificate - Load Line (ILLC 66);

PERFORMANCE

Trial Speed at 100% MCR: approx. 18.00 knots

Speed trials to be executed in calm water deep sea condition and wind not exceeding 3 Beaufort. The vessel is to be loaded to 50% deadweight in an even keel condition.

Range

The Yacht is to have sufficient fuel oil, potable water, provisions stores and other consumable stores to support and endurance for 6000 Nm sailing at a transit speed of 14 knots.

Engine Room

The Yacht, machinery and equipment shall be designed to be suitable for operation under tropical climate conditions for ambient sea and atmospheric conditions:

Maximum ambient outside air temperature: 40 °C

Minimum ambient outside air temperature: -5 °C

Maximum inside temperature: 45° C

Minimum inside temperature 0° C

Maximum sea water temperature: 32° C

HULL GENERAL

The hull structure is to be designed with special consideration given to access for inspection, maintenance, coating and repair of the structures, machinery and equipment during the lifetime of the vessel. Bilge wells, drain tanks and cofferdams are to be arranged in the bottom structure as required by Class.

FENDERING

Steel Fenders are fitted all around the vessel as shown on the profile general arrangement.

BULWARK

Bulwarks of steel material alternated with decorative resistant glass shall be arranged on all decks aft according to the profile General Arrangement drawing with a height of approximately 1050mm.

NAVIGATION EQUIPMENT

The navigation equipment will be in accordance with the rules requirements and should also include the following items:

- One (1) GPS system
- Two (2) RADAR,
- One ECDIS
- One (1) set of navigation and signaling lights
- One (1) echosounder
- One (1) magnetic compass
- One (1) satellite compass
- GMDSS;
- One (1) autopilot
- One (1) Navtex
- One (1) speed log
- One (1) AIS
- Inmarsat
- VHF
- Weather station
- Two (2) Rudder angle indicators in the wheelhouse
- One (1) electric whistle
- One (1) daylight signaling lamp
- One (1) chronometer
- Two (2) searchlights
- Two (2) clocks
- Windshield wipers for the wheelhouse windows.

Internal Communication and Alarm System

The internal communication and alarm system is to be in accordance with the Classification Society rules requirements and should also include the following items:

- Loudspeaker system for the decks.
- Intercom system, for wheelhouse, mess room, aft main deck, engine room, steering gear compartment and cabins.
- Two (2) portable VHF radio for on board operations.
- General alarm system, with push button in the wheelhouse and bells in the accommodations space corridors (bottom. main deck and forecastle deck), steering gear compartment and engine room.

External Communication System

The external communication system is to be in accordance with the rule requirements and should also include the items listed below. This equipment, together with the navigation equipment should comply with the GMDSS requirements.

- Two (2) VHF radios with DSC terminals
- One (1) SSb radio (MF/HF) 150 W with MFIHF DSC
- One (1) EPIRB
- One (1) Radar Transponder (SART)
- Two (2) portable 2-way VHF radios (GMDSS)

ANCHORS & POCKETS

Two anchors and chain per each anchor to be supplied in accordance with classification equipment numeral requirements.

The anchors are stowed in pockets, flush with the hull line.

WINCHES

One (1) electric-driven anchor windlass/towing double drum winch forward in polished stainless steel.

BOLLARDS

Four double-bit mooring bollards to be positioned on the vessel close to the panama bows all in polished stainless steel.

CAPSTAN

Two capstans on the aft deck in polished stainless steel as indicated on the GA.

The capstans are to be electrically driven (bi-directional) with local water proofed controls. Warping head diameter is to be determined.

ACCOMMODATION

The Yacht is to have accommodation for 12 Owner/Guests, and 22 crew members arranged as follows:

Owners Area/3rd Deck: two berths abt. 180 m2 sqm

MAIN DECK

Public Internal Area Saloon of abt 200 m2 sqm.

The accommodation will be as per accommodation drawings and agreed with the customer.

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LOWER DECK

Public Internal Area Beach Club of abt 100 m2 sqm. Cinema and beach bar of abt 60 m2 sqm.

3rd DECK

Public Internal Area Saloon of abt 130 m2 sqm. 4th DECK

Public Internal Area Saloon of abt 80 m2 sqm. 5th DECK

Public Internal Area Gym of abt 80 m2 sqm.

MACHINERY

All components and systems are to be designed to operate under the following environmental conditions:

Ambient air temperature in the machinery space between 0°C and 45°C

Relative humidity of air in the machinery space up to 80%

Sea water temperature up to 32°C

List, rolling, trim and pitch according to rules.

OPTIONAL PROPULSION SYSTEM AZIMUTH STERN DRIVE PROPULSION SYSTEM

The Yacht can be fitted hybrid propulsion system.

An additional power provided electrically to the shaft allows to achieve maximum speed. The main engines can be smaller than in a conventional Yacht because the shaft motor generator are able to provide additional power to the shaft line. The shaft motor generator are to be therefore used for:

- low power maneuvering when mains are shut down,
- to provide electrical power for vessel services when mains are running,
- to “top up” shaft power when achieving maximum power.

Different operating modes:

Diesel-Electric: power and propulsion is provided from the auxiliary generator via the motor generator without the need for diesel engines.

Conventional: the vessel operates as a traditional vessel with the diesel engines providing propulsive power.

Electrical-Mechanical: both the main engine and the motor generator can provide propulsive power to the shaft line.

OPTIONAL PROPULSION UNITS

Two (2) off azimuth thrusters with fixed pitch propellers. The thrusters are to be 360 degrees steerable.

Thruster specification:

Design Condition

Sailing 14 knots / Max speed 18 knots

Controls and indicators:

- 2 Joystick with combined power/steering function
- 2 Thruster Angle Indicator Heads
- 1 Starter Control Panel
- 1 Manual operated emergency steering pump

MISCELLANEOUS

N°2 Stabilizers Zero Speed

Bow Thruster 300 kW (Electric)

Stern Thruster retractable 200 kW (Electric) in case of shaft line solution.

N°2 Water Makers IDROMAR, 2 x IDM 14 DUPLEX, 14,000 liters per day, each

F.W.System (Active carbon & UV filter, AG-S Silver ions, water softener)

ELECTRICAL SYSTEMS

Electrical Supplies: 230 / 400 V - 50 hz Service Generators 3x340kW

Emergency Generator 1x 143 kW Shore Power Connection

EBUS KNX System

SAFETY SYSTEMS

Watertight Doors

Electrical Sliding Watertight Door Fire Fighting System

Security (CCTV System)

Fire Detection & Alarm System Liferafts and tenders

Life Saving Appliances

DECK EQUIPMENT

Tender Cranes on Portside and stb side openings

Shell Doors (pt and Stb) Tender Crane on Rescue boat

Gangway & Sliding Swimming Platform

Product Sourcing

Engine: MTU / Cummins / Caterpillar or Similar

Gear Box: ZF or Reintjes

Engine Control System (electronic / remote: As per engine choice

Flexible Coupling and Thrust Bearing: Vulkan

Stern Tube Material: Mild Steel

Propeller and Material: 2x Ni-A- Bronze, low noise design

Stabilizers; 2x CMC or similar Zero Speed

Bow Thruster: CMC 300kW (Electric)

Water Makers: Idromar / Tecnicomar or similar

F.W.System (Active carbon & UV filter, AG-S Silver ions,
water softener): Idromar or Technicomar

Air Conditioning: Condaria

Engine Room Ventilation: Condaria

Fuel Filtration and Separation: Alfa Laval

Sewage Treatment System: JETS

Vacuum Pumps and Toilets: JETS

Fixed Bilge/Ballast and Diesel Driven Emergency

Fire/Bilge Pump: GARBARINO/AZCUE or similar PUMPS

Main Engine Exhaust System: COFEME/SILENCER MARINE or Similar

Generator Exhaust Filters: COFEME/SILENCER MARINE or Similar

Heat Exchanger: ALFA LAVAL

Pumps: GIANNESHI/GARBARINO/AZCUE PUMPS

Tender Refuelling Pump: GIANNESCHI

Anti-fouling System for Seachest and Seawater Line: CATHELCO

Cathodic Protection (ICCP) System: CATHELCO

Main Engine & Generators Duplex Filters: RACOR

Compressor: ATLAS COPCO

Air Horn: KAHLENBERG

Watertight Doors: AP MARINE with open / close warning on PLC monitoring system

Electrical Sliding Watertight Door: AP MARINE

Fire Fighting System: MINIMAX

Liferafts: VIKING x 4 pcs (for 12 pax)

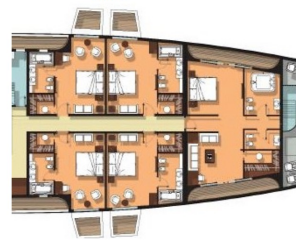
Life Saving Appliances: VIKING

Anchor Winches (Windlasses): MUIR or similar

Mooring Winches (Capstans): MUIR or similar



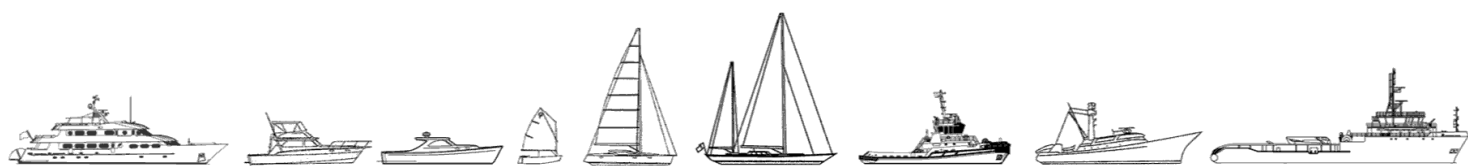
Guest Area/Main Deck: n°4 guest cabins two berths and 40 m²
sqm each;
 n°1 vip cabin with two berths and 70m²
sqm.



Crew Area/Lower Deck: n°10 cabins two berths;
 n°2 single cabin for Captain and
Engineer.



The details of all vessels are offered in good faith but we cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. Any buyer should instruct their agents, or their surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to sale, price change, location or withdrawal without notice.



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