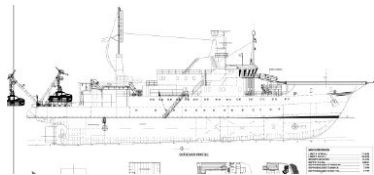


235 ft 1970 Custom Expedition
€8,600,000 (US\$9,099,085) Tax: N/A
 Bergen, Norway



Boat Details

Make:	Custom	Class:	Mega Yacht	Berths:	46
Model:	Expedition	Hull Material:	Steel	Heads:	20
Year:	1970	Drive Type:	Direct Drive	Fuel Type:	Diesel
Length:	235 ft	Beam:	42 ft 6 in	Max Speed:	14.5 kn
Price:	€8,600,000 (US\$9,099,085)	Boat Location:	Bergen, Norway		
Condition:	Used	Cabins:	27		



Paul Madden | Xplorer Yachts LLC
 125 Island Drive, Middletown, Rhode Island, United States
 Tel: **561-568-3430**
 pm@xploreryachts.com
 http://xploreryachts.com

Description

Owner spent millions on the current re-fit before leaving project 80% finished, thus the opportunity. Built 1970 by Mjellem & Karlsen Norway for Norwegian Government as an ice-class Fisheries patrol vessel. The transformation to a Global Expedition Vessel focused on underwater exploration is ready to be completed. Everything apart from Rolls-Royce/Bergen main engine has been replaced including all wiring, electric systems, pumps, piping and hydraulics. Finishing can be accomplished in 6-9 months.

* Extremely rugged and proven ocean going vessel

* Currently configured with 4 over-sized suites, each with its own living room, can be reconfigured to suit new owner-easily would convert to 6 suites.

*Rolls Royce / Bergen main Engine 2200 hp rebuilt 2015

* Bow and Stern thrusters

* 8 ton A-Frame with mini sub launch system, plus custom deck rails for sub placement and storage.

* 6+ ton Bow Helipad with refueling and fire systems, that folds inward to conform to bow shape.

* New CAT generators.

* 7,000 nm range for global adventures in extreme safety and comfort.

* Built to DNV 1A1, Ice-C, E0 (currently lapsed Class)

Information & Features

1986 Bergen/Rolls Royce KRMB-9 Motor 7723 (Engine 1)

Type:	Inboard	Power:	2250 hp
Fuel Type:	Diesel	Propeller Type:	4 Blade
Drive Type:	Direct Drive		

Dimensions

LOA:	235 ft 6 in
Beam:	42 ft 6 in

Speed

Cruising Speed:	12 kn
Max Speed:	14.5 kn
Range:	7000 nmi

Tanks

Fuel:	92,460 gal
Fresh Water:	23,247 gal

Accommodations

Single Berths:	8	Heads:	20
Double Berths:	19		
Cabins:	27		

Other

Hull Shape: **Displacement** Builder: **Mjellem & Karlsen Verft AS**
Flag Of Registry: **Saint Vincent And The Grenadines**
Designer: **Norwegian Government**

The Conversion

Previous owner bought this vessel for a reported 7 million Euro and has put several million Euro into upgrading the ship. The 'heavy-lifting' and Class-approved engineering has been done, saving the new owner many, many months of project work and project management. The vessel can still be customized to meet a new owner's mission and tastes.

This is probably a 6-9 month project to completion.

Engines

Main Engine: M/Y SPECS

Roll Royce / Bergen Type KRMB-9 Motor 7723 1655 kW (1986)

GEAR BOX Ulstein Type 600AGC, SN 1279, Red 50:1, Year (1986)

SHAFTS & PROPELLERS Original shaft and 4 blade VP propeller

Generators:

CAT C32 590 BkW

CAT C32 874 BkW

CAT C18 492 BkW

Engines and mechanics:

- o Main engine is a Bergen/Rolls-Royce diesel from 1986

- o Gensets are 2 x Caterpillar, both new.

- o The ship has bow and stern thrusters.

Hull

Survey comments:

- The hull:

- o Hull has been dry docked and is sandblasted twice, repaired where needed and painted.

- o Hull is measured and found solid, both outside hull and all inside hull walls.

Sarsen is built by Mjellem & Karlsen in Norway 1970 and has DNV ice class. Hull is steel and superstructure is aluminium.

New Heli-Deck

- o Helicopter deck is new and has hydraulic gangway for passengers to easily move from helicopter deck to reception area in the bridge. The deck also has a fueling and foam fire system. The deck is hinged and conforms to the bow.

Diver Beach Club

Diver “beach club” in the stern can be lowered 2 meters under sea level. There is room in the hull for a dive decompression chamber.

Interior

Accommodation for up to 8 guests in 4 cabins, and up to 38 crew in 23 crew cabins. It is this broker's opinion that fewer crew cabins are needed, even with specialist dive-masters and sub operators. Crew space can be re-configured.

The guest cabins are currently configured as suites with their own living rooms. Experience suggests that guests usually prefer to be in the ship's salon rather than in their cabins. These suites could be reconfigured into more luxury guest cabins.

Much of the furniture and accommodation fabrication is in storage in the shipyard warehouse.

8 x Single and 15 x Double cabins

GALLEY, HOSPITAL, SAUNA, CREW MESS OFFICER'S MESS, CONFERENCE ROOM, GYM, TV ROOM, SUN LOUNGE/DINING ROOM

Interior:

- o High quality kitchen and kitchen machines

- o Well-equipped cleaner/dryer room with professional washing machines.

Systems

Systems:

- o All ventilation and AC are new.
- o All the navigation equipment (Furuno) is in storage.
- o Security systems and equipment is in storage.
- o Advanced and efficient water makers and high-pressure water tanks.
- o Fuel capacity for up to 7.000nm.

Electronics

- 2 x Sailor RT6222
- Jotron TR 810
- Phontec SR 8200
- BNWAS BW-800
- Sailor 6120 SSA with GLONASS
- SAAB R5 SOLID
- NAVIPOL Binnacle w/ Jupiter compass
- Navigat X Mk1
- M/Y SPECS
- NAVIKNOT 450D
Tyfon Signal controller Ti98
- Seabat 7125 Multibeam
- Skipper GDS 101
- S Band Visionmaster FT
- X Band Visionmaster FT
- Ice Radar SIGMA 6
- Sperry Visionmaster ECDIS-E
- Koden KJB 920
- SAILOR 6390
- Unicont SPb Periscope Weather System Indicator

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.





