

Technical Specifications



Grant Maughan Design
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FAST XPLORER 214



FAST XPLORED 214

- Length: 214 ft / 65 meters
- Beam: 34 ft / 10 meters
- Draft: (lightship) 9 ft / 2.74 meters
- Speed: 29 k (4 Motors) 22 k (2 Motors)
- Guests: 12
- Range: 4,000 nm (2 Motors)
- Power: Two or Four × 2,000 (3516B CATS)
- Bow Thruster: 150hp Retractable Azimuth
- Dynamic Positioning (DP2)
- 30-60 Days Endurance at Sea
- Helicopter Option
- ABS Commercial-Class Aluminum Hull
- US Built - Shipyard Warranty

SPECIFICATIONS TO MEET YOUR MISSION

- Helicopter option
- ROV & Submersible
- Dive Center
- Science Lab & Video Studio
- Multiple RIBS & Tenders
- Long Range
- Dynamic Positioning
- Jet-Drive Options
- Stabilization
- Redundant Systems
- High-Level Security Options





The Remote Access and Monitoring (RAM) system provides customers with telephone support, remote monitoring, troubleshooting, diagnostics, and technical service management of all MT product lines. Supported by the same engineers that build our products, the RAM system gives MT's technicians and engineers the ability to monitor a vessel's critical onboard systems anywhere in the world on a single, easy-to-read screen. The data is distributed via email allowing engineers and technicians from around the globe to assist with resolving issues or confirm that the vessel is operating properly.

SUPERIOR VESSEL CONTROL AND COMMUNICATIONS SOLUTIONS

INTEGRATED BRIDGE SYSTEM- The Bridge Mate Integrated Bridge System (IBS) concept is based on segregated architecture comprising a dual redundant network, flexible console and monitor solutions, and extremely durable marine-approved computers without fans or hard disks. All applications, such as ARPA radar, ECDIS, conning, cameras, sensor control, and monitoring, are readily available on any multi-function workstation.

CONDITION MONITORING -The Condition Monitoring System is built on years of experience in maritime operations. The system is capable of continuously monitoring a variety of variables on board a vessel — vibration, ultrasonic sound and vibration, oil monitoring, engine-bearing monitoring (thermo voltage), engine-oil mist, engine splash oil, shaft power/torque, pressure, temperatures, flow and more. All systems can be delivered separately or integrated as one system. All systems can be retrofitted without major impacts on machinery.



Boutique Cruise Ship Pre-Fab Modules



OCEAN XPLORES

ADDED VALUE EQUATION

- Commercial Rates
 - Shipyard efficiency and hourly rates not available at 'yacht yards'
 - All main fabrication components are provided "in-house" without sub-contractor add-on fees
- Modular European-Quality Fabrication
 - Crew Quarters
 - Galley and Service Stations
 - Spa and Pool
 - Guest Staterooms and Heads
 - Dining and Salons
- Classification and Certification
 - Vessels are class-approved internationally
- Performance Bonds on Construction (available)
 - Pricing and delivery security
- Financial Security
 - Trusted shipyard group with 12,000 employees offers long-term financial security
- Lease or Purchase
 - 'new-build' stage payments and attractive financing is available.
- Vessel Management Option - including crew management.
- Crew training- including IT and Fire Fighting
- Global Systems Monitoring - with worldwide support network
- Scheduled Service and Maintenance Program

BUILT ON AN EXISTING HULL

- Steel Hull and CAT Machinery in Place
- Built as one of a series
- No supply chain issues
- Shipyard currently completing luxury cruise ship for Swedish client.



THE AMERICAN-BUILD ADVANTAGE



FAST XPLOER 214

- 214' x 24'
- Max speed 29 knots (4 engine)
- No wait time to engineer and start (saves at least one year and \$\$)
- 12-18 month build time
- Aluminum price and Main Mechanical Costs are locked in
- American non-union labor rates
- Minimize Supply Chain issues
- Stable workforce
- Build process not reliant on sub-contractors
- Full crew training
- US and Norway-based vessel system monitoring
- Cost \$15-25 million

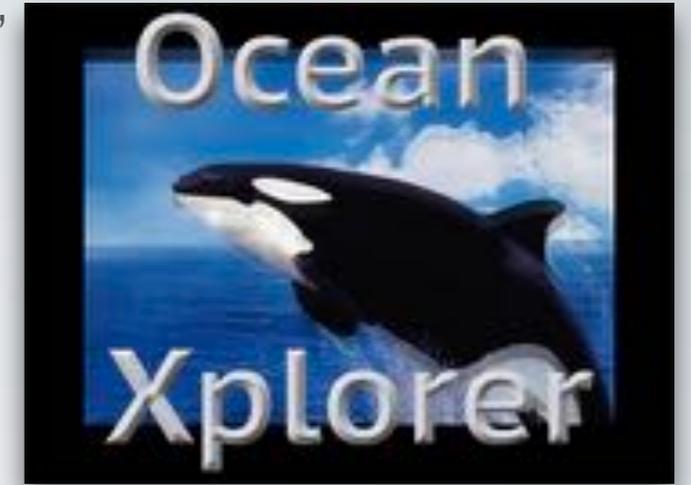


**EUROPEAN
197' YACHT**

- 197' x 36'
- Max speed 14.5 knots
- wait time to engineer and start
- + Plus 24-36 month build time
- Steel price and Main Mechanical Costs are highly volatile
- Developing and ongoing Supply Chain issues
- European labor rates
- Build process often reliant on sub-contractors
- Minimal to No crew training
- Limited to No vessel system monitoring
- Cost over \$70 million



Xplorer Yachts' team includes designers, engineers, surveyors and other experts whose focus is the expedition yacht segment of the large yacht industry. Specifically, the vessels we present are converted, ocean-proven commercial and government vessels that are re-engineered and fitted out to accomplish an owner's mission, to navigate in all parts of the World.



Paul Madden has a unique maritime industry background that includes being a manager with Camper & Nicholson, but primarily as a shipyard representative at Blohm+Voss (Hamburg, Germany), CRN (Ancona, Italy) and Stabbert Maritime (Seattle). He has contracted new builds over 90-meters with values over \$200 million, and project managed re-fits at all budget levels. He enjoys long-standing relationships with the world's top yacht designers and builders.

The value Ocean Xplorer brings to a project is in combining the best of the best in terms of

- defining the mission
- assembling the optimum components for a successful outcome
- vessel interior and exterior design, engineering and naval architecture
- identifying the right vessel platform for the mission
- bidding out the project to selected shipyards
- contracting shipyard and sub-contractors
- project management
- delivery, crewing, vessel management and warranty

Paul Madden was on the ski team at Colorado University (and also graduated). He received his MBA from Boston University's School of Management in Brussels, Belgium and a Graduate Degree from The National Film & Television School of England.

From his Newport, RI base, he travels frequently throughout Europe and the U.S.

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