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Brokerage / Charter / New construction
Commercial vessel / Xbow
Conversion / Refitting / Management Flag / Surveyor

FOR SALE : Numarine 30XP Explorer

ASKING PRICE : 10 500 000 €

VAT : NOT PAID



Technical Specifications November 2024

MAN 560hp Version

Builder: Numarine shipyard

Naval Architecture: Umberto Tagliavini

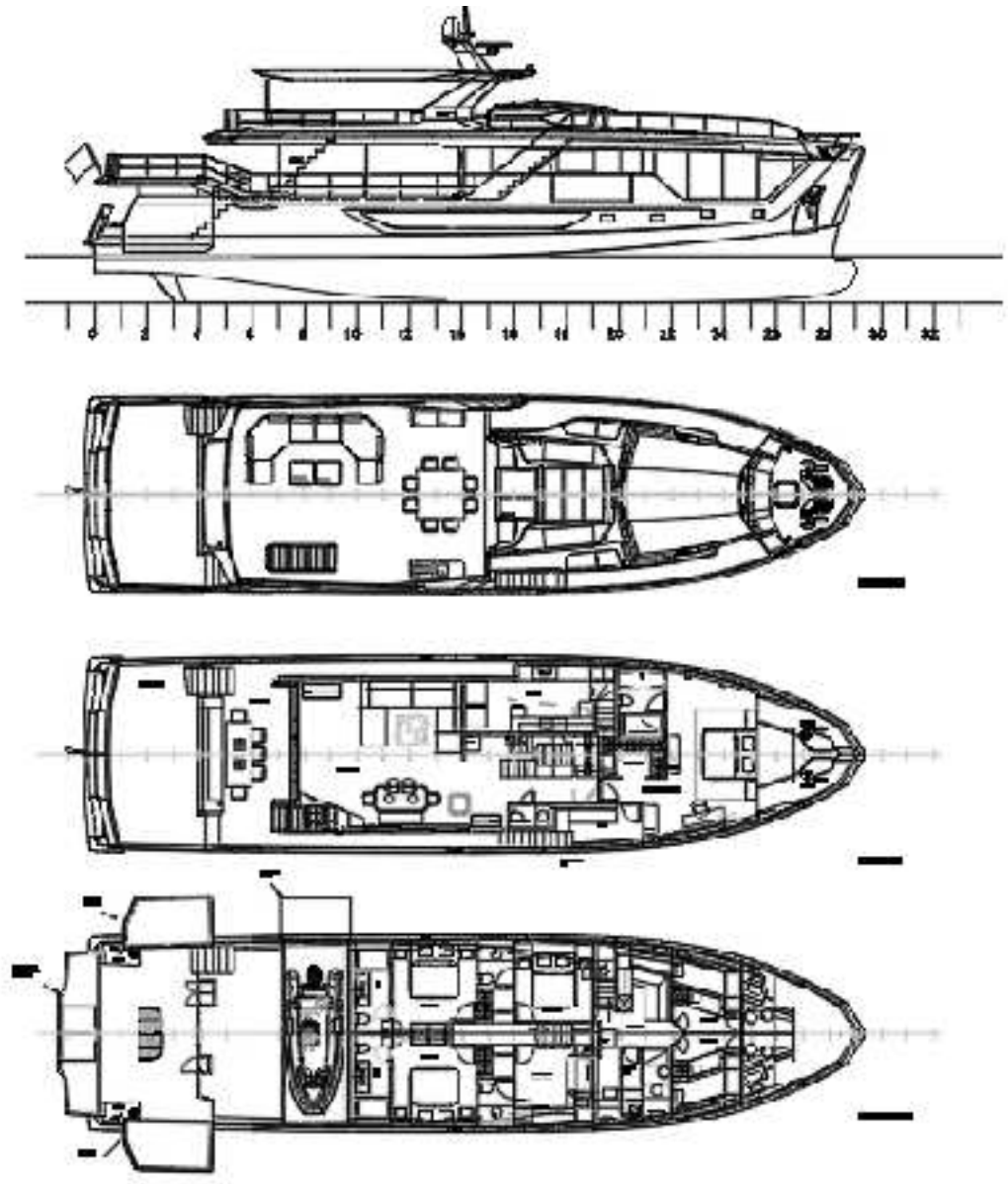
Engineering: UMBERTO Tagliavini

Exterior Design: Can Yalman

Interior Design: Can Yalman

Numarine 30XP Explorer Yacht

GENERAL ARRANGEMENT



DESCRIPTION

This vessel is a motor yacht with a displacement hull, twin screw propellers and twin MAN 560Hp engines with 2 generators.

The yacht has a FRP hull and superstructure.

I.3 DIMENSIONS

Length overall (Aft Platform Closed):
Length overall (Aft Platform Open):
Waterline Length at full load:
Beam max (Side door and platforms Closed):
Beam max (Side door and platforms Open):
Depth D:
Draft at full load T_1:
Displacement lightship:
Displacement half load:
Displacement full load Δ:
International Gross Tonnage:
Actual Gross Tonnage:
Passengers:
Crew:

CONSTRUCTION

Hull material:
Superstructure material:
Deck fittings:
Shafts:
Struts:
Rudders & propellers:

PROPULSION

Std Engines: 560Hp IMO T-III (SCR)
Gearbox:
Generators:
Bow Thruster:
Stern Thruster:

Length overall	: 29.676m	(aftplatform closed)
Length overall	: 30.90m	(aft platform opened)
Waterline length	: 28.32m	(At full load)
Beam Max	: 11.34 M	(Platform opened)
Beam Max	: 7.5m	(Platforms Closed)

Depth D : 3.97
Draft at full load : 1.81
Light displacement : 131.27 T
Half load displacement : 146.12 tonnes
Full,load displacement : 155.85 tonnes
International Gross Tonnage :under 300GT
Current Gross tonnage : 213 GT
Passengers/ guests : 10 (5 cabins)
Crew : 5 (3 cabins on lower deck)

Hull material : FRP construction with vinyl-ester resin
Superstructure material : FRP construction with vinyl-ester resin 316L stainless steel
Shaft : F51 (1.4462) Duplex stainless steel
Struts : All Bronze CU3
Rudders & propellers : All bronze CU 3

Propulsion

Engines : MAN D2676LE438 560bhp (412Kw) @ 2100 rpm
Gear boxes : ZF 500IV Ratio 3:1
Generator : KOHLER 55KW
Bow thruster : Sleipner AC electric Kw – 750Kgf thrust
Ster thruster : Sleipner AC electric 21Kw – 320Kgf thrust

TANKAGE

Fuel Oil Tankage : 19.000 L (included day tank 2.500 L)
Fresh Water Tankage : 2.550 L
Black/Grey Water Tankage : 2.700 L

PERFORMANCE

Max speed : 12.9 knots

Cruising speed : 10 knots

Economic Speed: 8 knots

Max range : 3000 NM at economical speed

Numarine 30XP Explorer Yacht

NOISE AND VIBRATION CONTROL

This Yacht is designed in conjunction with Van Cappellen consultants to the highest standard for noise and vibration, each machine is studied to evaluate the best mounting and connection solution to provide optimum isolation preventing vibration transfer into the structure, free airborne noise is minimised and insulated with the latest technology in sound absorbance and blocking. The yacht is designed to comply with or exceed RINA “Comfort Class” certification as proven with previous vessels.

CLASSIFICATION

RINA C +Hull •Mach, Y Unrestricted Navigation

The vessel shall be designed, constructed and classed to RINA, SpA Code of Practice for Safety of Pleasure Craft and Motor Vessels for vessels under 300GT and less than 50 meters in length.

Numarine 30XP Explorer Yacht

STABILITY AND BUOYANCY

The vessel is designed in accordance with the intact and damage stability requirements of RINA Pleasure Class.

Prediction of the weight and centre of gravity of the vessel has been performed at an early stage of design.

Before delivery of the vessel, an inclining experiment will be carried out to confirm the preliminary calculations. Following the results of the Inclining experiment, a stability booklet, containing the stability data of the yacht and the stability instructions to the Master, shall be issued by the Builder, and approved by RINA.

DRAWINGS

The Owner's representatives upon request has the opportunity to check the conformity of the design with the contractual obligation but any request for alteration to the drawings must be made early in the build process, if the Builder receives no indication of changes or contradictory remarks, they will be considered automatically approved.

Upon delivery, one hard copy plus 2 USB memory sticks with the digital versions will be delivered to the Owner.

• General Arrangement Plan and External Profile
• Hydrostatic and stability study
• Capacity plan
• Hull and superstructure scantling plans,

• Hull amidships sections
• Superstructure transversal sections
• Arrangement of tanks, manholes, plugs
• Bilge and firefighting system (as required by RINA) • Sea water cooling system
• Air vent and sounding pipes
• Scupper system
• Fuel oil system

• Sanitary system (black and grey water system)
    • Hot and cold freshwater system
• Accommodation air conditioning and ventilation
• Shafting arrangement
    • Steering gear system
• Rudder Construction
• Stabiliser system
• Bow and stern thruster system
• Engine-room arrangement
    • Engine room ventilation
• Wheelhouse arrangement
• Electrical wiring diagrams and cable list
• Electronic wiring diagrams
• Electrical load balance
• Emergency lighting system
• Navigation and communication system
• Monitoring system function list
• General lay-out of electric switch board and distribution panels
    • Arrangements of antennas
• Fire Equipment plan (as required by RINA)
• Mooring arrangement
• Docking plan

All the drawings will be issued with all the units expressed in the International System of Units (metric system)

INSTRUCTION BOOKS

One complete set of the following equipment operating and instruction manuals will be collected by the Builder and supplied to the Owner upon delivery of the Vessel.

Furthermore, any manufacturers' data readily available in electronic format shall be supplied.

Engine Room Equipment
Auxiliary Engineering Equipment
Deck Equipment
Electronic Equipment and Components Domestic and Commercial Appliances

Safety and Fire-fighting Equipment
Security Systems, Alarm & Monitoring Systems

TESTS AND TRIALS

Before Delivery dock tests will be carried out, the owner shall be notified of these tests in accordance with the sales contract.

All official tests and trials shall be documented. The documentation shall include test and
trial methods, length of time, results and corrective action to be taken to rectify any defects or faults. When applicable, the tests and trials documentation will be signed by the surveyor of the classification society.

The following tests and trials will be carried out:

Dock tests:
• Fuel system
• Firefighting system
• Sea water cooling system
• Cold and hot freshwater system
• Sewage system
• Scuppers and drainage system
• Generators first starting and set-up with certificates • Engine room ventilation
• Air conditioning and ventilation
• Mooring capstans
• Bow and stern thrusters
• Stabilizers set-up
• Cranes operation (Optional)
• Stern gangway
• Steering gear
• Water maker
• Doors, windows, portholes water tightness
• Alarms and monitoring
• All pumps
• Navigation and communication equipment set-up

• TV, Hi-Fi, AM/FM, entertainment appliances.
• Fire detection system
• Diesel-generators
• Lighting
• Batteries and battery chargers
• Navigation lights
• Dock sound level measurement.
• Hydraulic Hull doors for operation & water tightness • Dogging mechanism for all hatches & doors

Sea trials:
• Vessel speed (measured by GPS system)
• Engine parameters/speed measurements
• Engine controls, alarm and monitoring
• Manoeuvring: Turning circle and Zig-Zag test
• Sound level measurements in navigation
• Windlass test (lifting three lengths of chain from hanging free position) • Rudder and steering gear test
• Navigation System test
• Stabilizers test
• Bow and Stern Thruster test

All costs in connection with the trials will be at the Builder's account. Fuel oil, lubricating oil, hydraulic oil and greases for Builder's account will be bought in consultation with the Owner's representative. After delivery of the vessel, remaining fuel oil and lubricating oil in tanks will be invoiced to the Owner, at prices current at time of trials.

WORKMANSHIP

The workmanship in general, details and finish shall be first class in every respect, and to the best Yacht Building standards in the limits of the following specification.

The workmanship and materials may be inspected by the Owner's representatives.

BRANDS OF EQUIPMENT AND MATERIALS

Numarine 30XP Explorer Yacht

At Numarine we try to provide high quality brands and materials which are specifically designed for the marine market or of high-end household quality. Prior to commencement of build a detailed list of appliances and equipment’s can be provided to the owner’s representative for approval, any

items requiring change can be done providing they do not impact upon structural requirements or do not comply with regulation requirements of the yacht. Items with cost differences to our standard items may be charged as extras at our discretion and agreement with the owner.

WOOD

All the wood used on board will be of excellent quality. The wood must be sound dry and free from cracks, knots, and other defects.

Deck planking will be selected on uniform colour and straight close edge grain free of knots or shakes.

All lacquered, varnished and painted interior surfaces shall have a barrier coat applied to the opposite side of the surface.

ACCEPTANCE AND DELIVERY

Acceptance and delivery terms are part of the sales contract.

HULL & SUPERSTRUCTURE

Hull and decks are built under RINA control and survey.
The hull is divided in watertight compartments designed according to RINA rules.

The bow and stern thrusters are fitted in separate compartments these compartments, can be made watertight if required by class or flag at an additional cost.

The structure consists of longitudinal stiffeners, such to achieve maximum strength and minimum weight.

The thickness of the shell lamination varies in consideration of the hydrostatic and hydrodynamic loads. Local increases of thickness are foreseen for the hull structure attachments of: stabilizers, propeller brackets and stern tube passage, and in general where particular stresses are foreseen.

Integrated foundations are foreseen for: main and auxiliary machines, rudder and steering gear, stabilizers, bow thruster, stern thruster, cranes. etc.

All longitudinal stiffeners, transverse frames and necessary intersections will have limber holes at the lowest points for drainage.

All openings in girders & frames to be collared for increased strength & ease of access if required by the RINA.

WATERTIGHT BULKHEADS

4 watertight bulkheads divide the hull in 5 compartments according to RINA rules. Watertight doors are provided where required.
The watertight bulkhead doors will have sensors and remote monitoring.
Watertight collision bulkhead is positioned in compliance with the RINA requirements.

ENGINE FOUNDATIONS

The main engines girders are continued in both the fore and aft direction and form an integral part of the girder system.

The structural arrangements are laid out in a manner allowing access for tools and hands to perform the necessary installation, maintenance and cleaning work.

ENGINE ROOM FLOORING

Steel angle bar support for aluminium flooring is provided in Engine Room for walkways. All edges have up stands around perimeter.

The floor is divided in easy removable sections to access the bilges and the equipment's underneath.

MACHINERY FOUNDATIONS

Steel and stainless-steel foundations are provided to support each piece of machinery and equipment and switchboard in Engine and Technical rooms.

AFT COMPARTMENT

The astern compartment accommodates a beach club with bar, lounging area and a shower with technical spaces for the power packs of the steering system, and electrical systems etc in the bilge area.

There are two side platforms and one aft platform on the beach area. The platforms are closed by a**n upward rotation just above water line.**

FOREPEAK

A chain locker of sufficient volume to contain the chains as required by the RINA is provided forward of the watertight collision bulkhead, as part of the forepeak.

Chain hawse pipes are installed from anchor pocket to deck with 3 nozzles in each for chain washing and from deck to chain locker with bell mouth open ends.

The anchor pocket is made of polished stainless steel AISI 316L, bonded and laminated the hull pocket in the GRP structure

The fall into the chain bins allow stowage without the crew needing to lay the chain in.

Deck hatches are provided for access to chain locker compartment. The hatch is fitted with high quality gas rams to open easily and maintain safely in the open position without a locking mechanism.

HULL BULWARK

Continuous bulwark constructed in the same material as the hull with level and width as indicated on the External Profile is provided.

There are two bulwark doors on main deck, one on the starboard side and one on the portside.

Holes for freeing ports and fairleads are provided. Fairleads are protected by stainless steel surrounds.

SHAFT BRACKETS

Shaft brackets “P” type are provided. The shape and thickness keep in consideration the number of propeller blades and propeller revolutions to avoid structural resonance.

Shaft brackets are constructed of AL Bronze CU3 bolted to the hull. Shaft brackets scantling will be in accordance with RINA rules.

SEA STRAINERS

Sea strainers are fitted in the engine room for engine cooling, generators water suctions, air- conditioning cooling and water maker suctions.

CATHODIC PROTECTION

An anodes plan has been defined by Numarine in agreement with MG Duff the anodes supplier to protect the hull and appendages from galvanic corrosion. A minimum 2 year of protection was detailed in the design using aluminium anodes. Shore power connection will be fitted with an isolation transformer isolating the grounding system when in port. Shafts and

Propellers are connected using carbon brushes running on the shaft located in the engine room forward of the sea seal.

HULL PORTHOLES AND WINDOW FRAMES

All lower cabins will have tinted glass tempered and laminated with polycarbonate type bonded glass, tested and approved by RINA with one openable port light. Crew area will have stainless steel openable type port lights with open sensors displaying at the helm, these are tested and approved by RINA. Where required deadlights will be an integral part of the port light.

Master cabin tinted hull glass is tempered and laminated with polycarbonate type bonded glass, tested and approved by RINA with one openable port light section per side.

Saloon tinted glass is tempered type bonded glass, tested and approved by RINA as detailed in the GA.

Galley tinted glass is tempered type bonded glass, tested and approved by RINA with one openable port light.

Wheelhouse glass is tempered bonded glass tested and approved by RINA.

SUPERSTRUCTURE CONSTRUCTIONS

Saloon superstructure and owners cabin levels are constructed from FRP and PVC foam sandwich with vinyl-ester resin skin coat and polyester resin infusion as gelcoat finished. Design scantlings are approved by RINA.

14 SUPERSTRUCTURE BULWARKS

Bulwark on the main deck and flybridge deck are as indicated on the External Profile are provided and they are stainless steel hand railing on stainless steel stanchions.

Design scantlings are approved by RINA.

STAIRCASES

All internal staircases between main and lower deck, between main deck and RPH are wood, for the purpose of safety and noise reduction.

External steps will be teak covered GRP depending. Deck openings will be protected at sides with stainless steel hand railing on stainless steel stanchions.
Position and size as shown on General Arrangement.

OUTFITTING RECESSES

Into the superstructure, suitable recessed boxes will be built for: fire hydrants, deck wash-down sockets, filling stations etc.

MASTS

The main mast design will include platforms and other adequate supports for navigation and communication antennas and radar domes, navigation, anchor and signalling lights etc.

The definitive drawing including the positioning of all the communication, navigation and TV antennas and radar domes will be finalised depending on any specific requirements by the customer.

The mast is fitted with Navigation lights, NUC lights and RAM lights in compliance with the COLREG Rules, lights are NaviLED Pro certified lights.

PROPULSION & MANOEUVRING

GENERAL

The yachts concept is to provide for long distance travelling with the highest comfort levels, our hull is designed to be soft in ride while being extremely seaworthy. Noise and vibration levels having been studied by Van Cappellen consultants with full FEA analyses to comply with or exceed RINA “Comfort Class” certification.

MAIN ENGINES

Two MAN D2676 LE438 560HP IMO Tier 3 / EPA Tier 4 with ZF 500IV gearbox ratio 3:1 installed on bespoke flexible mountings to eliminate vibrations.

The design and installation of all services relative to the main engines shall be in accordance to the engine manufacturer installation specifications.

The engines will be equipped with all necessary manufacturer's supplied accessories, such as heat exchangers, sea-water pumps, duplex fuel filters and in accordance with RINA Pleasure Class rules.

Main station in wheelhouse, manoeuvring stations on the flybridge at port side of wheelhouse and outboard side of stbd wetbar.

SHAFTS

Stainless steel shafts.
Shafts diameter is in compliance with RINA Pleasure Class requirements.

Stern tubes of steel with type approved Orkot, Thordon or Duramax etc bearings and Tides marine dripless seals.

TVA calculations of the transmission train from engine to propeller will be provided by the manufacturer if requested by the Classification Society.

PROPELLERS

Vessel is provided with two five blades, fixed pitch propellers. Propellers material Aluminium Bronze.

The propellers will have skewed blades, designed for high efficiency and low noise, tip clearance to hull is also considered during design.

The propellers will mount on tapered shaft end with key connection to shaft.

Propellers will be balanced and will have a surface finishing to 2 micrometers Ra and inspected in accordance with ISO 484 class 1.

RUDDERS & STEERING GEAR

Two balanced spade rudders are fitted. Rudder is made of cast Aluminium Bronze.

Rudder stock diameter is in accordance to RINA Pleasure class requirements.

Bearing material is type approved Orkot, Thordon or Duramax etc or equivalent.

The steering gear system is of an electro-hydraulic type, capable of being operated in the following manners;

Control is by the wheel or the joystick located at the main helm or joystick at the third station (electrical system) or from the emergency station in the technical space port side (manual pump type)

Autopilot (see relevant chapter)

This system includes electronic command system and powered hydraulic circuit which operates by 24V DC for primary system and 24V DC for back-up system in accordance with RINA Pleasure Class requirements.

Emergency control: should a failure of the main control stations (both wheel and joystick) occur the rudder control can be made by the manual pump unit at the emergency station in the starboard side walking way in the entrance to the garage area.

BOW THRUSTER

The system is an electrical type. The 41Kw bow thruster is driven by an electric motor, and fitted with two counter rotating fixed-blade type propellers in a tunnel providing 750Kg of thrust, tunnel diameter 513 mm.

Dual thruster joystick controls will allow operation of thrust direction and speed from wheelhouse and wing stations in the flybridge.

STERN THRUSTER

An electric stern thruster is installed in the skeg, the 21Kw thruster is driven by an electric motor and is a tunnel type installed just forward of the propellers, it provides 320Kg of thrust, tunnel diameter 300mm.

Stern thruster is driven by an electric motor. Dual joystick controls are fitted at all helm stations.

STABILIZERS

The stabilizer system are of the electric type from CMC stabilizers.

This provides the following benefits over hydraulic systems; • Significant reduction of the absorbed power
• Weight and dimensions reduction
• Higher system reliability

• Noisiness reduction in particular on anchor mode
Blades are constructed from reinforced fibreglass with an internal stainless steel structure.

Blade area will be abt 1.50m^2

Stabilizer blades will be fitted in the optimal position providing maximum stabilisation and in accordance with manufacturer's recommendations and RINA Pleasure Class rules.

PIPING SYSTEMS & RELATED MACHINERY IV.1 BILGE SYSTEM

Watertight compartments (except forward of collision bulkhead) have dedicated bilge suction lines leading to the central manifold and connected to it through electrically actuated valves.

The manifold is served by an electric self-priming pump, in parallel with the main fire pump. Cross over connections are provided encase of pump failure to the fire system.

Each bilge well is fitted with dedicated bilge alarm.

One emergency bilge (and fire), motor driven, self-priming pump is fitted outside of Engine Room in the forepeak. The pump discharges the exhaust gasses through the chain hawsepipe.

Independent flexible bilge suction line is provided for engine bilge cleaning and pumped to the oily water tank, can be discharged by dedicated shore connection or by its own pump into containers for later disposal.

All bilge suctions will be fitted with a foot valve and strainer.

Bilge system piping is of varying materials all complying and inspected in accordance with RINA regulations.

FIRE SYSTEM

The system is driven by a combined fire pump and bilge pump. The pump is installed in fwd machinery room and is connected to the Cunifer (CuNiFe) fire main manifold.

The emergency bilge motor pump (see previous chapter) works also as emergency fire
pump, feeding the main Cunifer (CuNiFe) fire system by a dedicated sea intake in proximity of the pump in the bow.

The Cunifer (CuNiFe) fire main manifold will supply water to 3 fire hydrants onboard as per RINA regulation: the locations are, maindeck stbd garage entrance area, maindeck port side nearby the galley entrance door, upper deck stbd inside stroge by the wheelhoue. These locations are defined on the relevant system drawing and allow access to all areas of the vessel in accordance with and approved by RINA.

FUEL FILLING, TRANSFER, SERVICE AND OVERFLOW SYSTEM

The transfer and filling system includes the low-pressure piping required for filling the
tanks and for the transfer of fuel from one storage tank to the day service tank for immediate use.

Hidden filling station (main deck stbd side) with hard connection quick release fitting for quicker fuelling.

Gravity filling pipes lead directly to each tank individually. From the main valve box manifold it is possible to deliver to or to suck from each fuel tank by mean of the transfer pumps. One 380v AC electrical pump and one 24v DC electrical backup pump are provided.

From the day service tank , fuel is delivered to generators through appropriate filters.

Each diesel oil storage and daily tank have ventilation pipes with cross section area suitably dimensioned in accordance with RINA rules, and lead to the filling station via a high loop to prevent water ingress or spillage.

Fuel system piping is in accordance with RINA regulations.

VENTING AND SOUNDING SYSTEM

Venting is provided for each tank according to RINA Pleasure Class requirements. Fuel tanks are vented (see previous chapter) to the filling station.

Black/Grey water tank has venting pipes leading to the hull side with appropriate carbon filter. Fresh water tank has vent pipe leading to the stbd side fuel filling box.
An electrical sounding system, is fitted as per following table:

Sounding Types;

- Diesel Oil storage tanks WIKA Lloyds approved pressure sensor with WEMA back-up
  float type sensor.

- Diesel Oil day service tank WIKA Lloyds approved pressure sensor with WEMA back-
  up float type sensor.

- Fresh water tanks WIKA Lloyds approved pressure sensor

- Black and grey water tank WIKA Lloyds approved pressure sensor.
  IV.5 LUBRICATING OIL SYSTEM
  As standard there is no provision for oil storage either clean or dirty.
  IV.6 SEA WATER COOLING SYSTEM
  Seawater supply to main engines and diesel generators is provided by independent sea strainers connected to hull bottom.

The auxiliary sea strainer is supplying the air-conditioning system and water makers.

DIESEL GENERATORS EXHAUST SYSTEM

The generators exhaust lines are of the wet gas type and are fitted with silencer (muffler type) and water separator boxes, then exhaust gas and cooling water are separately discharged overboard, the gas discharge line has an additional muffler installed for quite running.

FRESH WATER SYSTEM

Fresh water storage tanks can be filled by the filling station on main stbd side, by the pressure line plug in the port steps and by the water makers.

Twin water makers are also installed in the garage starboard side.

There are 2 independent water pumps feeding the systems on the yacht with cross over in case of single pump failure. Pumps are fitted with pressure control and are fully automatic. Shore input socket can be used to bypass the pumps and also fill the tanks directly.

The hot water system is circulated around by pump to provide instant hot water.
Boilers 1x160 litres, 2 x 2kW elements are provided.
Cold and hot water lines throughout the boat are in Aquatherm PP-R or Speedfit PEX piping.

A cold water washdown system, connected to freshwater system is supplied with outlets on each deck level located inside the fire box and on the Flybridge in the starboard storage by the wheelhouse, the beach area has a connection on the portside step.

Wheelhouse screens have washer jets on wiper blades controlled by electric valve.

SEWAGE AND SANITARY SYSTEM

The toilets are silent flush freshwater type; each toilet is independently connected to the main sewage system which discharges into the black water holding tank directly. The black water tank has 2 discharge options, through the deck dockside discharge when in port or for emergency when permitted a direct through hull discharge to sea option. (This discharge valve should remain closed at all times unless it is essential to use, illegal discharge of sewage into the sea is a serious subject in maritime law and can lead to prosecution)

A grey water sump boxes are provided for collecting wastewater from showers, washing machines and galley discharges with dedicated pump to transfer into the black water tank, discharge options are then as detailed above. Galley will discharge through a grease trap.

ENGINE ROOM FIRE EXTINGUISHING SYSTEM

A fixed fire extinguishing system is installed in accordance with RINA regulations, the system is a NOVEC system with the cylinder installed into the aft stbd side of the garage and piped to a distribution nozzle in the engine room.
A release handle situated by the main deck stbd side garage entrance area with fire panel activates the system and shuts down all required equipment's and air ducts to allow the effective extinguishment of the fire. All fuel suction lines are also automatically closed by this system.

COMPRESSED AIR SYSTEM

No compressed air system is installed as standard, if required a full specification of requirements should be provided so we may install as an option. Additional regulation requirements are required for fixed compressed air cylinders.

SCUPPERS AND DRAINAGE

A scupper drainage system is provided to discharge overboard the wash down and rainwater from decks. On each deck where necessary, deck drain scupper kits are used. They are draining to the sea through the hull side above waterline.

HYDRAULIC SYSTEMS

There are 4 independent hydraulic systems in the vessel, steering, aft platform, side platforms, garage door, Aft gangway inside the platform, master balcony. Aft platform, side platforms and garage system have one common hydraulic pack. (See relevant section for more details on steering system). These systems are located as close as practical to the operating motors.

INSULATION OF PIPELINES

Hot water pipes and air conditioning chilled water pipes are of Aquatherm type with high thermal resistance and additionally are thermally insulated with suitable thickness of closed cell thermal insulation.

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PIPE WORK

All pipework installations are installed free from stress on joints and secured in accordance with RINA recommendations, all pipe passages through normal structure are protected from chafing, passages through watertight bulkheads are spaced and sealed in accordance with RINA requirements for fire and water tightness.

PIPE LABELLING

All valves are clearly identified in English by labels. Valve position are indicated along with flow directions. Colour coding to ISO std is used to help identify contents of pipes, see relevant drawing for full details.

ELECTRICAL SYSTEM AND ELECTRONICS

Numarine has a comprehensive equipment list in entertainments and navigation as standard, should you wish to enhance this further to match personal requirements it can be discussed during your selection process, values exceeding our standard will be calculated and added as an extra to the contract.

GENERAL

The vessel electrical system is designed according to RINA Pleasure Class Rules, and it complies with IEC Publications 60092-507 2015 – Electrical Installations on Ships or equivalent national ones, even if not limited to them:

The design, construction and installation of all electrical equipment are made for marine service conditions.

Two 50KW generators supply the electrical power distribution onboard at 380V, three phases, 50 Hz, distributed by a 5 wires system with insulated neutral to individual local distribution boxes allowing the single phase 230 V, 50 Hz, equipment's to work using one phase and the neutral. Each consumer has its own dedicated circuit breaker and all earthing cables are returned to the central earthing point in the technical space main AFT AC Switchboard.

24Vdc consumers are connected to local distribution boxes in each zone, each consumer has its own circuit breaker, local distribution is feed from dedicated breakers in the Stbd DC Primary which is powered from the gel battery bank.

A main 380Vac switchboard collects power from either the shoreline or the generator system. The following power combinations are available;

- Shore power to whole boat – 80KWh max capacity

- Generator power to whole boat – 100KWh max capacity
  All electrical devices, and their connection/junction boxes, will be installed in easily reachable positions for maintenance purpose and duly protected against any electrical, electrostatic and mechanical possible damages, as well as against contact with water, oil, fuel or heat sources.
  All the electrical devices exposed to weather are watertight type, with a protection degree of at least IP65, or higher according to the place of installation.
  All cable penetrations through bulkheads or decks will comply at least with their Water tightness' and/or fire division requirements.
  All the metal enclosures containing electrical equipment's will be duly connected to ground.
  AC refrigeration equipment's and entertainments systems are fed from boat's main AC system.

The yacht is also fitted with a lightening conductor in accordance with RINA requirements, mounted on the highest point of the mast and connected directly to the hull plating.

ELECTRICAL POWER GENERATION

The electrical system is fed by a single shore supply detailed below or two diesel generators, each with power of 55 KW, 380V AC.

The generators are fitted with sound enclosure and additional resilient mounts to isolate them from the main structure. Generator exhaust systems have additional gas mufflers allowing almost silent running.

The shore supply is a single 380v 3 phase, 125A supply. It has an isolation transformer before connecting to the main switchboard.

EMERGENCY SOURCE OF POWER

Emergency power supply is provided by two batteries in the starboard wet bar on the Flybridge in accordance with RINA regulations.

The emergency switchgear services will be those clearly stated by the Rules, but will be at least the following:

- Emergency lighting

- Navigation Lights

- Bilge suctions electric valves

- Fire system and fire shutdown systems

- GPS and single navigation screen

- PLC Systems
  VHF systems will be powered by it's own battery unit that complies with the RINA regulation. The battery is located in the Flybridge starboard wetbar.
  The emergency fire/bilge pump is motor driven.

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  POWER CONSUMPTION AND SAFETY
  Electrical loads analysis
  An electrical load annalists has been undertaken for the various operating scenarios onboard the vessel. This is also RINA approved. As with all complex electrical systems user variation will occur so Numarine try to predict the average user type to calculate this load balance.
  Protective and safety devices
  The protective and safety devices installed on the electrical system are as listed here below:

• Main generators: Long delay overload/over current protection with generator circuit

breaker tripping.

Short delay selective over current protection with generator circuit breaker tripping. Instantaneous over current protection for direct short circuit fault with generator circuit breaker tripping.
Under voltage and overvoltage protection with generator circuit breaker tripping. Also, under voltage release on heavy consuming appliances in main distribution.

- Frequency out of range protection
  Alarm signalisation of load over the 85% and overload over 105%

- Shore supply:
  Long delay overload/over current protection with circuit breaker and lightening protection in shore input box with auto Phase correction.
  Instantaneous over current protection for direct short circuit fault with circuit breaker tripping.
  Under voltage and overvoltage protection with circuit breaker tripping.
  Alarm signalisation of load over the 85% and overload over 105%.
  The generators and the shore supply feeds on the main switchboard will be protected by automatic circuit breakers, electrically operated and complete with electronic type protective relays and low voltage release.
  All feeds derived from the main switchgear and from any sub-distribution panel will be individually protected by automatic thermo magnetic type circuit breakers.
  Fuses and/or automatic circuit breakers are used for the protection of the control circuitry of any electrical device and/or switchboard.
  Main 380/230Vac, 50HZ switchboard
  The switchboard will be front opening type with hinged doors and all internal components will be installed for an easy maintenance from the switchgear front.
  All the conductors will be permanently marked according to the relevant schematics; the bus- bars will be made with pure electrolytic copper solid bars and their dimensioning will be to complying regulations.
  All supply fuses and circuit breakers are clearly labelled for their function.
  24Vdc emergency switchboard
  Main control of the emergency supply is at the helm control panel and critical panel in the guest corridor, there is an automatic changeover switch re-routing power from service batteries to emergency batteries for the required circuits. Local control of wheelhouse equipment is in the main helm panel and local control of engine room emergency systems is in critical control panel.

ELECTRICAL CABLES

All electrical power supply cables are in accordance with IEC Publications 60092-507 2015 – Electrical Installations on Ships requirements.

RF, data and communication cables will be detailed by equipment suppliers and to the highest standards available at time of construction.

All cable installations are secured in accordance with relevant standards End protected from chafing where passing through glands in the yacht construction. Generally cables are laid into cable trays supporting their full weight over their entire length.

BATTERY SYSTEM

There are 8 service batteries. 12V 220Ah combined to obtain 24V 880Ah. They are located in the engine room centre bilge.

There are 2 generators on the boat. Each one has 2x12V 130 Ah batteries. Each battery group supplies 24V 130 Ah to each generator. Battery groups are located in engine room.

The VHF battery bank is 12V deep cycle gel and is located in the flybridge starboard wetbar, Battery will provide at least minimum 3 hours supply to all connected equipment required in the RINA rules.

Emergency batteries are 2 pieces of 12V deep cycle gel and are located in the flybridge starboard wet bar. Batteries will provide at least 6-hour supply time to all connected equipment required in RINA rules.

There is one 12V gel battery for the emergency diesel fire pump. All battery banks have status indication at the helm.

POWER CONVERSION EQUIPMENT

A detailed list of all electrical equipment is located at the rear of this specification.

YACHT MONITORING SYSTEM

There is a PLC controlled monitoring system installed aboard, it has 3 display stations located in the wheelhouse, crew quarters and Garage entrance area on main deck stbd side. . It is an integral part of the electrical system.

All tanks, electric supplies, door condition, port lights, bilge areas etc are monitored and reported to these screens.

In addition to this there is a e-plex automation system that controls all lightings, toilet fans etc. This can be monitored from one of the Raymarine screens.

Full details of this system are found in the owner's manual.

LIGHTING SYSTEM

General

General lighting design is to provide a high class but subtle lighting in all areas, intensity is decided depending to area usage.

All main fixed DC lighting will be LED type either concealed or exposed, feature lighting will be AC 230v and only available when an AC source is available.

All 24v DC lighting is supplied from the main service batteries.

All areas have automatic 24v emergency lighting, more details in relevant section.

Guest Internal Areas

All cabin lighting is a combination of 24V DC and 230v AC lighting, main cabin lighting is concealed 24v LED and LED lighting around bed bases. Bed head lighting or wall unit mounted feature lights will be 230v AC type.

Saloon area has a combination of concealed 24v LED ceiling spots with an overhead feature hanging and floor lamps 230v AC light.

Crew quarters

All area lighting is of the exposed 24v LED lighting type.

Lighting design in this area is Numarine standard configuration.

Exterior lighting

All exterior lighting is 24v DC type. Except the feature light on the owners balcony which is IP65 230vac

Aft deck area overhead will have LED exposed lights; low level LED accent lighting for walkways is also provided.

All steps are illuminated with LED strip lighting concealed in step nosing's.

Side walkways overhead will have LED exposed lights and low level LED accent lighting in walkway.

Master balcony has overhead LED exposed lights on the ceiling and a wall mount AC feature light.

Fore deck area has low level LED accent lighting.

Flybridge has low level LED accent lighting around outside edges with overhead LED exposed lights in underside of hardtop.

Lighting design in this area is Numarine standard configuration.
8 underwater lights are fitted, 4 on the transom and 2 on each aft sides.

Beach area has low level LED accent lighting around outside edges with overhead LED exposed lights on the ceiling. This area also has LED flood light for mooring.

Machinery and technical spaces

24v DC IP65 LED lighting is supplied in all technical spaces and bilge areas.

In addition to this the engine room is equipped with 230v and 24v IP65 AC LED lighting providing a high light intensity for safe working.

Emergency lighting

The emergency lighting system is automatically activated on loss of service battery supply, service batteries are monitored and should failure occur then the emergency light will be illuminated.

Light location are in every escape route, doorway or stairs showing possible options for escape, lighting will only be visible in direction of escape also. Lighting is also provided at emergency steering and pumping stations.

The system will not be affected by normal operations of the batteries onboard or by the AC electrical system.

Navigation and signal lights

Navigation lights will conform to the International Regulation IMO COLREG 72 and carry RINA approval, lights are 24v DC LED type conform to these Rules for lights locations.

Navigation lights will be fed by their dedicated distribution panel according to the RINA rules, and are fitted with the prescribed indication in accordance with these rules.

ELECTRONICS

General

The vessel shall be fitted with the following: • Navigation equipment's,
• Internal telephone system
• Loudhailer.

• Data network system.

The systems are designed in accordance with manufacturer's recommendations and under their consultation; specific brands will be confirmed with the customer before final design is completed.

Navigation equipment

The following equipment will be installed as Numarine standard; any required variations should be requested during the design stage;

• Main radar-
• Wheelhouse screens- • Autopilot system-
• Depth/Log indicator

Communication Equipment

The following equipment will be installed as Numarine standard; any required variations should be requested during the design stage;

• VHF- Raymarine RAY90 V.10.4 Loudhailer

A loudhailer connected to the VHF is supplied for external alarms and communications on deck.

Data network system

There are 2 separate data networks onboard, the first network is for the sole use of the monitoring system and internal yacht systems, this must remain independent to the other data system and is connected to the main network with a secure ixon cloud server to allow remote access for service requirements.

The second system is a high power 5G system providing long range connections to shore based 5G networks, range varies depending on many conditions but can be available up to 20Nm offshore when conditions are favourable. Data speed and connection type will depend on your 5G provider which is not part of Numarine supply.

The internal distribution around the yacht is via WiFi but hard wire connections can be provided by request. ENTERTAINMENT SYSTEM

Details of specific equipment are provided in each area detail in section IX Interior.

General entertainment principal is to provide a main saloon system capable of distribution in the saloon, cockpit, Beach, Flybridge and fore deck areas. In addition to this the cabins will have standalone TV and music options.

Details supplied in section IX are Numarine standard supply but if there is a specific requirement this should be discussed during design stage and can be included as an option.

An 60cm Satellite TV dome is fitted as standard.

V.12 CCTV CAMERA SYSTEM

CCTV is supplied from 8 cameras and connected to the Navigation system for safety at sea, cameras are located on the aft deck, engine room, side decks and a docking camera, aft bilge area.

V.13 MAIN ENGINES AND STEERING CONTROLS

Control stations will be in the Wheelhouse and Flybridge wing stations. As a guideline the following controls will be fitted into each control station:

V.13.1 Wheelhouse main station

Steering wheel
Bow & Stern thruster control lever (speed and direction)
Horn control
Main engines throttles, electronically controlled
Main engines monitoring panels, with instrumentation supplied by the manufacturer
Engines emergency stop push button
Rudder angle indicator
Main engines rpm.
Main generators remote control panel
Windlass controls
Communication systems as stated in relevant chapter
As previously stated some indications and control functions will be concentrated into the touch screen displays of the monitoring system.

Flybridge wing stations

Bow & Stern thruster control lever (speed and direction) Horn control push button
Main engines throttles, electronically controlled
Engines emergency stop push button

Steering joystick control and rudder indicator Windlass controls

VESSEL GENERAL ALARM

General alarm is sounded by means of the horn fitted to the yacht unless class or flag requires alternative means of alarm. Any special requests must be detailed at configuration stage.

FIRE ALARM SYSTEM

Master control station, to be placed into the wheelhouse, with sufficient number of detectors loops (addressable type), alarm digital display, internal UPS backup system, lines fault monitoring, alarms and signalisations as required by RINA Rules.

Optical smoke fire detectors, addressable type, to be installed in all interior rooms and spaces, and in all technical spaces in accordance with RINA requirements.

Thermal type fire detectors, addressable type, to be installed in the galley as well as in the engine room, fwd machinery and everywhere else required by the RINA Rules.

Manual alarms, Break-glass type, addressable, as required all around the vessel.
The engine room alarm signal will also activate distinctive flashing light as prescribed by RINA.

TEAK DECKS COVERING

Numarine 30XP Explorer Yacht

Exterior decks is planked with best grade of teak, of 10mm finished thickness epoxy backed and epoxy bonded.

The deck is pre-manufactured in sections with planking joints in Sika DC deck corking and laminated on the back with epoxy and CSM.

Deck areas are leveled with epoxy paste and faired before application of teak sections; teak is applied with vacuum technology to ensure even pressure to whole surface during bonding process.

This layout ensures the maximum stability of teak to temperature variations, and the best watertight bonding.

All the external stairways will have the steps covered with teak to the full width from wall to wall & forward to the overhang the riser.

OUTSIDE HANDRAILS

Polished stainless steel handrails made of 38mm pipes will be fit to staircases and elsewhere as required. Bulwark top rail and Flybridge surround rails in 100mm wide natural teak on 38mm stainless steel supports.

WINDLASSES

Two vertical “DATA” Electrical windlasses are provided at the bow. They are controlled from helm station and at the bow with cable handsets. They are fed from the main AC synchronised generator system.

CHAIN ROLLERS AND STOPPERS, CHAIN LOCKER

Stainless steel chain rollers are fitted in order to prevent excessive friction at the upper end of the hawse pipe; stainless steel stoppers and devil's claws are installed to hold the anchor in position against the anchor pocket.

The two chain lockers will be lined with rubber to protect the hull against damage by chains and to reduce chain loading noise.

ANCHORS AND CHAINS

Two 214Kg Stockless anchors in accordance with the RINA requirements, in Stainless Steel. Chains: 2 x 16m grade U2 galvanised high tensile steel stud link chain of 190m and 140m length.

CAPSTANS

Two reversible capstans are fitted on the aft deck with electric motor below deck. They are fed from the main AC system.

Each capstan is foot operated by mounted switches. Drums of polished stainless steel, shaft in stainless steel.

Positions as per mooring arrangement.

MOORING BOLLARDS.

Polished stainless steel twin post Bollards in AISI 316, 4 on fore deck, 4 on aft deck, bolted to main deck structure. Four additional bollards for springs used for alongside mooring operations fitted amidships, two per each side.

HULL PORT LIGHTS

Size and position as shown on profile drawing. Each port light is fitted with integral deadlights which hinge up when not in use.

BULWARK DOORS

Hinged doors are provided in the bulwark sections on both sides.
Doors will have stainless steel hinges, closing dogs and means of securing in open position.

SIDE DOORS

There are galley and balcony hinge doors. The doors will be weather tight. The size and position are indicated on the General Arrangement drawing.

All doors will be securable in the open position. There is door open monitoring at the helm.

SLIDING DOORS

Manual sliding door is installed at the aft of the saloon. There is an electric sliding door on the stbd side of the saloon. The doors are of stainless steel AISI 316 construction with 10mm tempered glass to comply with RINA regulations. Aft door has sections sliding and folding to give a large opening area. Sliding sections of stbd door are lockable at different stages.

There is also a L shape manual sliding door at helm to the fly deck. There is door open monitoring at the helm.

AFT BEACH PLATFORMS

The beach has three platforms. Two of them are on the sides and on is on the aft. Platforms are operated independently from their common hydraulic system with manual override, the platforms have mechanical locking dog's spaced around the edge in compliance with RINA regulations.

When open the platforms creates a teak covered beach area by the sea, see relevant section in IX for more information.

There is platform open monitoring at the helm.

GANGWAY

One hydraulic gangway will be provided to fit into the aft platform. This gangway moves down into the sea and up to the docking when necessary.

SHIP'S NAME

Name & port of registry in stainless steel AISI 316 polished and fitted to the aft platform.

WINDOWS

All windows are of the bonded glass type, the frame is an integral part of the structure, and the glass is bonded using the certified Sika glass bonding system. All glass in the hull is of the thermally tempered and polycarbonate laminated type tested to RINA standards.

Wheelhouse screens are thermally toughened only and tested to RINA standards.

WINDOW WIPERS

Heavy duty electrical marine type window wipers are fitted for each forward wheelhouse window, they have a control panel in the wheelhouse providing various speed options and auto wash from the fresh water system via a solenoid valve.

GRILLS

Stainless steel powder coated louvered grills for air are bolted into their recess built into the superstructure in correspondence of:
• Main engine room air intake
• Main galley hood fan extractor outlet

HORN

A marine grade horn is fitted to the Flybridge hardtop and is operable from both helm locations and the cockpit station.

FLAG POLES

A flagpole is provided, one at the aft of the terrace for the main flag. In addition, there are 2 wire locations from flybridge roof to mast for additional flags.

FENDERS

8 Cylindrical fenders F10 size are supplied.

FENDER STORAGE

Suitable storage is provided in the forecastle locker.

DECK INVENTORY

No deck equipment's are provided due to the varying nature of each flag.

FIRE EXTINGUISHING EQUIPMENT

Extinguishers in all areas are supplied in compliance with RINA, other firefighting requirements that depend on flag are the responsibility of the Owner.

DRAFT MARKS

Draft marks is provided port and starboard, fore and aft in accordance with Rina requirements.

NOISE AND VIBRATION VII.1 GENERAL

The acoustic performance of the yacht is a major influence on our design; we have designed the yacht in conjunction with Van Cappellen consultants to comply with or exceed RINA "Comfort Class" certification

This involves a verity of materials applied to the FRP structure, isolation of all machinery from structure and floating box design for the accommodation areas.

ENGINE ROOM AND MACHINERY

Engines on soft resilient mountings to isolate running noise from FRP structure.

All Generators are provided with additional highly flexible mounts in addition to the standard units further isolating them from the structure.

All pumping equipment mounted on flexible systems isolating them from the structure. Except EMG equipment's.

All generators have additional gas mufflers to reduce exhaust noise to minimum, mufflers are flexibly connected to prevent transfer of vibration to hull structure.

Stabilizer areas have insulation materials applied to surfaces to reduce the passage of sound and prevent amplification of any vibration present when running.

ACCOMMODATION

Then each cabin area is built as an independent floating floor providing isolation from the main yacht structure. This method provides sound and vibration isolation. In addition to this all partition bulkheads are made from noise blocking sandwich panels and filled with sound absorbing material to prevent the maximum block to sound transfer between cabins.

Air-conditioning duct systems are special designed to reduce air noise from ventilation systems and we are using Cruisair “WisperCool” air-conditioning with silent running motors on all fans for air distribution.

MATERIALS

Materials used on the construction of the yacht are from the leading suppliers in the industry. They have been chosen after a detailed study including structural FEA of all areas in conjunction with and under the guidance of Van Cappellen consultants.

Installation of all materials is under the direct supervision of our consultants

AIR CONDITIONING AND E.R. VENTILATION AIR-CONDITIONING DESIGN

The air-conditionings system has been designed by Cruisair and our own technical department to provide for usage from -8^{o} to +40^{o} C ambient, we are using a central chilled water system with reverse cycle for heating in warmer waters.

The system is designed for low noise from chiller plants and air handlers using variable speed chillers and “WisperCool” air handlers in accommodation areas.

All pipe work is designed considering the flow requirements of the air handlers and fully insulated throughout the yacht, piping type is Aquatherm piping which presents excellent thermal properties also for main circuit with Speed fit pipes for local connections.

CHILLING PLANT

The chiller plant is made up of 2x 120,000BTU VARC variable speed chillers which can produce up to 240,000BTU.

The VARC chiller uses a precision PID (proportional integral derivative) loop control algorithm that modulates the compressor speed and balances chiller output with required load. This smooth operation eliminates large swings in current on the generator.

The VARC chiller uses the advanced technology of an Electronic Expansion Valve (EEV). This provides more precise control of superheat across a broad range of conditions with no erratic swings as the valve reacts to temperature and pressure changes (no “hunting”). Using an advanced algorithm, superior superheat control is maintained over extreme operating conditions.

The innovative design of plumbing connections improves ease of installation and maintenance. All connections come straight out of the unit to simplify the manifold and minimize the final installation depth while also presenting clean and professional plumbing connections.

Chiller plant control is via its own dedicated PLC control system specifically programmed for the yacht.

FAN COILS

Fan coils are installed in the accommodation spaces in position to achieve a good air
flow without causing uncomfortable drafts and where they can be accessed for servicing or replacement.

All air ducting is either piped or built in ducting and designed to minimise the production of condensation and noise in the cabin. Fan coils have condensate drains to the grey water system.

Controls are located near the beds in cabins or doorway in other areas, fan speeds are variable and have DC “WisperCool” motors eliminating motor hum at low fan speeds.

AIR CHANGES

There are extraction fans in every bathroom. They run when you turn on the lights.

In addition, if required all areas have openable port lights or windows when air-conditioning is not required, and fresh air is preferred.

ENGINE ROOM VENTILATION

The engine room ventilation is provided by natural air intakes calculated to allow sufficient volume of air flow in up to +40^{O} C ambient conditions. Intake is located on starboard side of the superstructure and protected with grills, internal snail type air lift duct and water traps remove water passage into the engine room.

4 Extraction fans remove hot air and discharge overboard through outlets on the hull port and stbd sides, all fans will run during engine operation.

All intake and outlet ducts are fitted with fire flaps which automatically close in case of fire.

There are three fan coils that cooling engine room with a separate compressor in the engine room.

INTERIOR

Numarine takes great pride in the selections and choices we offer for our standard designer items including the marble, feature lighting, fabrics and furniture. All these items are upgradable to personal choice during the selection process and any values exceeding our standard will be calculated and added as an extra to the contract.

GENERAL

Please review the GA for layout design of all areas.

Soft furnishings, veneers, carpet or parquet choices are available for all areas and will be discussed with our designer to accommodate the owners colour choices and living style.

We endeavour to provide a high quality choice for our owners from a range of high quality materials, if specific designer materials are requested there will be upgrade options available.

MASTER ACCOMMODATION

Located forward on the main deck level this full beam accommodation comprises of a large sleeping area with King sized bed against the forward bulkhead facing aft. Cabin provides walk- in dressing area and ensuite bathroom.

To the starboard side there is a desk and make-up area with chair facing the full-length windows. A 55” TV is fitted above a low-level unit. Sound is provided by a soundbar. Apple TV and satellite receiver (must be supplied by owner) equipment is also connected.

To the port side there is a seating area against the full-length window.

The two side windows have opening sections when air-conditioning is not desired used. all windows have electrical black-out blinds in addition to acetic blinds

Overhead lighting is concealed 24v DC LED lights on the ceiling and led strips on the edges of the centre ceiling part. Accent lighting below the bed, feature lights on the bedside tables and the light on the makeup table are 230v AC.

The ensuite bathroom has a large glass with opening section. Shower area with rain shower. Sink unit in ceramic; floor in neolith; walls in decorative paints chosen to complement the subtle colour choices of the owner.

The whole area is fully air-conditioned with 48,000 BTU of heating or cooling available, fan coils are located at either side of the room with controls at the bedside.

VIP ACCOMMODATION

Located aft on the lower deck level there are two VIP accommodations, one port and one starboard side which mirror each other.

The accommodation has Queen king bed facing to the centre bulkhead. There are two bedside tables either side of the beds, the entrance to the ensuite bathroom is on the aft bulkhead.

Outboard of the bed there is one opening section on the glass, acetic black-out blinds. The opening section of the glass has a sensor that can be monitor from helm.

A 43” TV is mounted above on the wall with a soundbar for TV and music sound. Inputs for decoder or other entertainment sources are supplied.

Overhead lighting is concealed 24v DC lights on the ceiling with accent lighting below the bed. Reading lights on the bedside tables are 230v AC.

The ensuite bathroom has a glass fronted shower area with adjustable shower head, designer sink and a combined bidet toilet. Sink unit top, shower wall, floor and walls in artificial stone chosen to complement the subtle colour choices of the owner. Lighting is concealed 24v DC LED type.

The whole area is fully air-conditioned with 18,000 BTU of heating or cooling available, fan coils are located below the bed with air outlet on outboard hull side of the room with control at the bedside.

4 GUEST ACCOMMODATION

Located forward on the lower deck level there are two Twin accommodations, one port and one starboard side which mirror each other.

The accommodation has a Queen sized bed facing to the centre bulkhead. There are two bedside tables either side of the beds, the entrance to the ensuite bathroom is on the aft bulkhead.

Outboard of the bed there is one opening section on the glass, acetic black-out blinds. The opening section of the glass has a sensor that can be monitor from helm.

Overhead lighting is concealed 24v DC lights on the ceiling with accent lighting below the bed. Reading lights on the bedside tables are 230v AC.

The ensuite bathroom has a glass fronted shower area with adjustable shower head, designer sink and a combined bidet toilet. Sink unit top, shower wall, floor and walls in artificial stone chosen to complement the subtle colour choices of the owner. Lighting is concealed 24v DC LED type.

The whole area is fully air-conditioned with 12,000 BTU of heating or cooling available, fan coils are located below the bed with air outlet on outboard hull side of the room with control at the bedside.

LOWER DECK LOBBY

The lower deck lobby provides access to the guest accommodation areas, the stairs descend from the main deck lobby into this area. Access to the central bilge tunnel is also located in this area.

On the starboard side there is a mini bar area with fridge and storage for the use of the guests. Port side has locker for electrical panels and mobile extinguisher.

MAIN DECK LOBBY

The main deck lobby provides access to from the saloon to the lower deck, master cabin, day head, galley and wheelhouse. It has a wood feature staircase to the wheelhouse area.

The lobby is air-conditioned with 24,000 BTU fan coil situated inside ceiling. The storage unit in lobby has decorative glass design.
The day head here has combined bidet toilet and sink unit with designer sink.

SALOON AREA

The main entrance to the saloon area is via the large sliding glass door on the cockpit, walking into the saloon on the port side there is a large “U” shaped seating arrangement with coffee table. To starboard is the 75” TV

mounted at an angle to allow viewing from all areas of the saloon. Two armchairs are also located on the starboard side of the area.

To port side is large windows, starboard side large sliding door filling the saloon with natural light, this two sliding doors to provide fresh air flow across the saloon. Ascetic blinds are fitted for privacy in the evenings.

The saloon has two storage units are located to port aft and starboard bow side.

Overhead lighting is 24v DC, feature lights around the area and above the U shape sofa are 230v AC.

The whole area is fully air-conditioned with 72,000 BTU of heating or cooling available, fan coils are located in the ceiling and ducted to outlets on both sides of the area.

The saloon contains the main entertainments system for the yacht, The amplifier supplies music to the beach club, cockpit and Flybridge in addition to the saloon area, there are internal speakers . Sonos, Apple TV, satellite receiver (must be supplied by owner).

GALLEY

There are two entrances to the galley one from the lobby and one from the port side walking way port fwd, plus the crew access is via the galley.

The galley is laid out with a main food preparation area and storage to the sides. Aft has two full height fridges provided. Forward is the crew access.

The main area has ample work top provided with dishwasher and storage provided below. Cooking is from a large induction hob 90cm wide with combination 90cm oven unit below; there is an extraction hood overhead. A sink is located in the worktop on the inboard side.

There are storage units below the worktop and wall mounted above the inboard and outboard work area.

On the port side there is a window opening providing natural light and fresh air into the galley with the door opening to deck also.

WHEELHOUSE

The wheelhouse is accessed from the main lobby or from the one aft door opening on to the flybridge area. The area is fully glazed providing excellent visibility all around the foredeck and to sea.

Port side there is a raised lie down area for the crew to relax and still be able to monitor the progress of the yacht safely.

The helm will be laid out with the equipment detailed in the navigation section in an ergonomic way. There is one helm seats provided.

BEACH CLUB

The beach club area is an open area enclosed with folding platforms, main access is when the transom door is opened forming a beach area, this door has the gangway fitted for easy stern access. Both port and Stbd sides open out independently to provide a huge beach area with access to the sea on all 3 aspects. There is an entrance door to the engine room located on the center of the fwd bulkhead.

The lounging area has coffee table with a seating and on the fwd bulkhead there is a bar with fridge and storage. There is also another storage locker on the stbd side of the fwd bulkhead.

CREW

General

The crew area access is from the galley down the internal stairs, it is arranged with a captain's cabin with ensuite and two twin crew cabins also with ensuite. There is a mess/lobby area and laundry area also.

Mess/Lobby/Laundry

Entering the area from the stairs to the aft you have the laundry area, a washer and drier installed on top of each other in the corner area. There is PLC screen above TV against the table in mess for access to the boats systems and a Raymarine monitor for CCTV and navigation monitoring by the crew when underway.

Port aft side is the mess area, this has storage and a worktop area with small fridge and combo microwave oven for food prep. Seating and table are provided here for the crew.

A 32" TV is mounted on the centre bulkhead, Inputs for decoder or other entertainment sources are supplied.

The area has 24,000 BTU of heating or cooling located under the entry stairs and distributed around the space with independent control, also there are two opening port lights with dead lights for fresh air if required.

Access to captains and crew cabins is from this space.

Captain's Cabin

Access from the crew lobby opens into a large cabin with a bed against the hull side next to a large wardrobe. Entry into the ensuite bathroom is forward of the wardrobe.

The area is fully air-conditioned with 9,000 BTU of heating or cooling available, the fan coil is located behind the wardrobe with air outlet on outboard hull side of the room with control at the bedside. An openable port light with dead light is also available for fresh air.

Overhead lighting is exposed 24v DC LED type fitted into the ceiling panels.

The ensuite bathroom has a glass fronted shower area with adjustable shower head, sink and a combined bidet toilet.

Crew Cabins

Access from the crew lobby opens into these compact cabins with bunk beds against the hull side. Forward there is a wardrobe before entering into the ensuite bathroom.

The area is fully air-conditioned with 6,000 BTU of heating or cooling available, the fan coil is located behind the wardrobe with air outlet on outboard hull side of the room with control at the bedside. An openable port light with dead light is also available for fresh air.

Overhead lighting is exposed 24v DC LED type fitted into the ceiling panels.

The compact ensuite bathroom has a glass fronted shower area with adjustable shower head, sink and a combined bidet toilet.

Access to the forward bilge and chain wash pump is from the port crew bathroom floor access hatch and access to the bow thruster area is from port crew cabin floor access hatch.

EXTERIOR

Aft deck

The cockpit is accessed from the beach area on port side. Side boarding gates on port and stbd sides in the walkways are supplied for easy access side too.

The cockpit has a main seating area with dinning table; 5 loose chairs are provided for comfortable seating for 10 persons, being closed behind the area supports perfect shelter for dinning in most weather conditions.

Overhead are Marine speakers connected to the entertainments system and 24v DC LED ceiling lights. Low level lighting is provided on steps, side bulwark and around the superstructure.

From the cockpit you can access the saloon via the large sliding glass doors, the upper deck from the stbd side stairs and along the port side to the galley on the port side. Stairs to stbd aft take you up to the terrace level, stairs to stbd fwd take you up to the fwd deck area.

AFT TERRACE

The aft terrace area allows for greater privacy in the marina, putting you above the dock level, at anchor it provides a raised viewing area to enjoy your surroundings and relax. Also providing shelter for the cockpit for undisturbed dinning.

FOREDECK

Apart from the deck gear detailed in its section the foredeck is another lounging space, forward facing seating looking out to sea and a very large sunbed area.

FLYBRIDGE

The Flybridge is accessible from the main deck steps and via the raised pilot house; there is a large central table for 8 people to eat comfortably, 8 outside dining chairs are supplied for the yacht and a lounging area aft with fixed hardtop overhead.

The wet bar on the starboard side has BBQ, icemaker, trash bin and sink making it ideal for preparing snacks whilst entertaining. Port side wetbar has 2 drawer fridges.

The hardtop overhead provides shade for dinning and subtle lighting at night, above all the navigation requirements are mounted to take you to any destination you can imagine on the seas.

Music is provided from the entertainments system via Marine speakers mounted to the hardtop ceiling.

PAINTING AND FINISHING

FRP Hull, superstructure and Flybridge is produced in gelcoat for easy maintenance, depending on colour requirements painting can be applied to meet customer requests.

HULL

Below waterline; International 2 coats inter prime 450 and 3 coats of Micron 99 antifouling in Black.

Above waterline; Standard gelcoat finish unless painting is requested, Painted hull will be with International epoxy primer and filler layers as detailed by International followed by Awlcraft topcoat paint in colour choice of the owner.

SUPERSTRUCTURE

All FRP sections will be finished in polyester gelcoat as moulded finish, should special colours be requested by the customer we will paint over the gelcoat with high quality paint, type will depend on finish type requested.















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