

94 VOYAGER – MULDER SHIPYARD



Builder:

MULDER SHIPYARD

Model:

94 Voyager

LOA:

94' 0" (28.65 m)

Beam:

22' 0" (6.85 m)

Max Draft:

6' 3" (1.90 m)

Cruise Speed:

9 kn / 10.36 mph

Max Speed:

14 kn / 16.11 mph

Gross Tonnage:

161 Pounds

Water Capacity:

528.34 Gallons

Fuel Capacity:

4490.92 Gallons

Sleeps:

8

Total Heads:

5

TABLE OF CONTENTS

OVERVIEW	3
Selecting a 94 Voyager	3
Features of the Model	3
Technical Specifications	4
Pricing and Ordering	4
Questions and Answers	4
Owner Experience Review	5
Pros and Cons	6
Comparison with Other Models	6
SPECIFICATIONS	8
GALLERY	9
CONTACTS	14

OVERVIEW

94 Voyager by MULDER SHIPYARD is a custom-built motor yacht that carries traditional trawler proportions on a resilient aluminum hull. The hull lines originate from Vripack while interior arrangements were developed by Omega Architects Vickers Studio, all aimed at economical long-distance cruising, onboard comfort, and confident seakeeping. For buyers seeking guidance on acquisition, Shestakov Yacht Sales — led by Andrey Shestakov — stands ready to assist.

Selecting a 94 Voyager

Measuring 94 ft (28.65 m) LOA with a 22 ft (6.85 m) beam and a 6.234 ft (1.9 m) draft, the 94 Voyager offers 161 GT of internal volume and accommodations for 8 guests alongside 2 crew cabins and five heads. Owners who prioritize extended range, efficient operation, and a restrained aesthetic will find this motor yacht attractive: it clearly references trawler heritage while benefiting from the advantages of aluminum construction.

Features of the Model

- Propulsion: twin Caterpillar diesel engines (2), tuned to deliver dependable economy and serviceability
- Performance: cruise 9 kn (10.36 mph); top speed 14 kn (16.11 mph)
- Construction: sturdy aluminum hull with aluminum decks
- Design pedigree: hull penned by Vripack; interiors by Omega Architects Vickers Studio
- Capacities: fuel 4,490.92 gal; fresh water 528.34 gal
- Volume and layout: 161 GT; sleeps 8; 5 heads; 2 crew cabins
- Character: a seaworthy trawler-influenced motor yacht engineered for

extended passages

Technical Specifications

- Length overall (LOA): 94 ft (28.65 m)
- Beam: 22 ft (6.85 m)
- Draft (max): 6.234 ft (1.9 m)
- Gross tonnage: 161 GT
- Engines: 2 x Caterpillar; Fuel: Diesel
- Speeds: Cruise 9 kn (10.36 mph); Max 14 kn (16.11 mph)
- Hull material: aluminum
- Deck material: aluminum
- Hull designer: Vripack
- Interior designer: Omega Architects Vickers Studio
- Accommodation: 8; Sleeps: 8; Heads: 5; Crew cabins: 2
- Capacities: Fuel 4,490.92 gal; Water 528.34 gal

Pricing and Ordering

For details on pricing, optional specifications, and current availability of the 94 Voyager, please contact Andrey Shestakov at Shestakov Yacht Sales. Our brokerage team will provide complete specification sheets, facilitate discussions with MULDER SHIPYARD, and act on your behalf from first inquiry through contract and delivery.

Questions and Answers

- What are the cruising and top speeds? The 94 Voyager achieves a **cruising speed** of 9 kn (10.36 mph) and a **top speed** of 14 kn (16.11 mph) powered by twin **Caterpillar** diesel engines.

- How many guests and crew can she accommodate? The yacht provides **accommodations** for 8 guests (sleeps 8) with five heads, plus **2 crew cabins** to support professional operation and service.
- What materials are used for the hull and deck? Both hull and deck are constructed in **aluminum**, chosen for its strength-to-weight ratio, corrosion resistance, and manageable maintenance.
- Who designed the yacht? The hull form is the work of **Vripack**, while the interior fit-out is by **Omega Architects Vickers Studio**, resulting in a refined motor yacht with subtle trawler cues.
- What are the capacities and tonnage? **Fuel capacity** : 4,490.92 gal; **water capacity** : 528.34 gal; **gross tonnage** : 161 GT — figures that support comfortable, long-duration cruising.

Owner Experience Review

Owners and charterers typically regard the 94 Voyager from MULDER SHIPYARD primarily as a genuine long range passagemaker, with secondary appeal as a flexible family yacht. The semi displacement aluminium hull from Vripack is noted for efficient fuel use and steady performance; sea trials and owner reports often list top-end figures nearer 17–18 kt, comfortable cruising in the 13–15 kt bracket, and optimal range when operated around 9–10 kt.

Underway and zero speed stabilisers add tangible comfort underway and at anchor, reinforcing the model's positioning for family long distance voyages and even transoceanic passages, while retaining suitability for private ownership or charter operation.

Interior volume is geared more to purposeful living than to showy extravagance: expect a full beam master of roughly 24 m², a saloon in the order of 40 m², and about 2.15 m of headroom throughout, executed in a modern “beach house” aesthetic with social deck spaces oriented to

entertaining. Charter feedback consistently highlights how much the onboard experience depends on crew competence—one guest observed, “what makes it so special is the crew, especially the Captain.” From a systems standpoint, twin Caterpillar C18s demand disciplined maintenance intervals (typical Cat servicing around 250/500/1000/2000/3000 hours and attention to heat exchanger/impeller, anode, turbo, and injectors). Sale listings have referenced engine hours near 3,900 on a 2015 hull, reflecting regular use with routine upkeep. Independent owner forum discussion is relatively limited, with most available information derived from launch reports, brokers, and charter operators.

Pros and Cons

- Transocean minded range roughly 3,500–3,600 nm at about 9–10 kt supports extended family cruising.
- Semi displacement aluminium Vripack hull with underway and zero speed stabilisers enhances efficiency, motion comfort, and anchoring stability.
- Generous, contemporary interior layout (full beam master ~24 m², saloon ~40 m², ~2.15 m headroom) fits both private ownership and charter use.
- Optimal long range economy requires maintaining a slower passage speed (~9–10 kt), which may not suit owners wanting faster transits.
- Twin Caterpillar C18 engines necessitate regular scheduled maintenance and periodic component checks (heat exchanger, impeller, anode, turbo, injectors).
- Sparse public owner forum commentary limits the amount of independent, long term reliability feedback.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/Max)	Gross Tonnage
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36m	118' 0" (36 m)	26' 0" (8 m)	6' 11" (2.10 m)	15 kn / 16 kn	296
Displacement	111' 0" (34 m)	26' 0" (8 m)	7' 5" (2.25 m)	11 kn / 13 kn	315
94 Voyager	94' 0" (28.65 m)	22' 0" (6.85 m)	6' 3" (1.90 m)	9 kn / 14 kn	161

SPECIFICATIONS

LOA:

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Gross Tonnage:

161 Pounds

Fuel Capacity:

4490.92 Gallons

Sleeps:

8

Crew Cabin:

2

Hull Material:

Aluminum Yachts

Hull Designer:

Vripack

Engines:

2

Fuel Type:

Diesel

Beam:

22' 0" (6.85 m)

Max Speed:

14 kn / 16.11 mph

Water Capacity:

528.34 Gallons

Total Heads:

5

Deck Material:

Aluminum

Interior Designer:

Omega Architects Vickers Studio

Manufacturer:

Caterpillar

GALLERY











CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019