

ARCHIPELAGO - MOONEN



Builder: [Moonen](#)

LOA: 101' 0" (30.80 m)

Year Built: 2005

Beam: 23' 0" (7.20 m)

Model: N/A

Max Draft: 6' 7" (2 m)

Price: \$6,949,597.74 USD Subject to change.

Cruising Speed: 11 Knots (12.66 MPH)

[See full listing on our website](#)

Location: Mandelieu-la-Napoule, France

Max Speed: 12.70 Knots (14.62 MPH)

TABLE OF CONTENTS

OVERVIEW	3
SPECIFICATIONS	5
Basic Information	5
Dimensions	5
Speed, Capacities and Weight	5
Hull and Deck Information	6
Engine Information	6
GALLERY	7
DETAILED DESCRIPTION	15
CONTACTS	22

OVERVIEW

ARCHIPELAGO is a testament to the uncompromising, rock-solid construction for which Dutch yard Moonen Yachts is celebrated, a compact but capable go-anywhere ship that has enjoyed private use and the constant attention of a devoted Owner and Captain. Recently refreshed inside with a stylish contemporary interior, she offers flexible accommodation for 9 guests, centered on a gracious main-deck owner's suite and complemented by a reimagined sundeck that provides outstanding weather protection. The atmosphere throughout is modern, elegant, and warmly inviting, with every space curated for comfort.

Immaculate both inside and out, ARCHIPELAGO combines her principal owner's suite with four additional lower-deck cabins, creating a versatile, family-friendly arrangement that also reads well for superyacht charter. Volume has been exceptionally optimized for her length, delivering private areas and communal spaces in equal measure. A newly fitted extended hydraulic swim platform, designed to support tender operations, liberates the sundeck for lounging and entertaining while creating a relaxed beach-club ambience at water level—ideal for bluewater anchoring and days spent afloat. Built as a full-displacement passagemaker with a steel hull and aluminum superstructure, ARCHIPELAGO embodies Northern European quality and renowned Dutch pedigree. She has proven seaworthiness and an impressive transoceanic range of nearly 4,500 nm. Powered by twin Caterpillar C18 engines of 1,015 hp each with low hours, she cruises economically and quietly at 11 knots and will achieve a top speed of 12 knots. Fully back in RINA Class and meticulously maintained, with multiple significant refits and upgrades, she represents an enduring proposition for the astute buyer who desires a long-range, pocket superyacht.

Key Features

Steel hull and aluminum superstructure "go-anywhere" displacement motor yacht

Northern European quality with renowned Dutch pedigree

Recent contemporary interior refresh completed

Fully back in RINA Class and meticulously maintained

Multiple significant refits and upgrades

Exceptional volume for length; ideal family yacht or charter yacht

Zero-speed stabilizers and extended hydraulic swim platform

EU VAT paid and correctly priced

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2005

Model Year:
2005

Country:
France

Dimensions

LOA:
101' 0" (30.80 m)

Max Draft:
6' 7" (2 m)

Beam:
23' 0" (7.20 m)

Speed, Capacities and Weight

Cruise Speed:
11 Knots (12.66 MPH)

Water Capacity:
1637.87 Gallons

Max Speed:
12.70 Knots (14.62 MPH)

Fuel Capacity:
6815.64 Gallons

Gross Tonnage:
196 Pounds

Hull and Deck Information

Hull Material:

Steel Yachts

Hull Designer:Rene van der Velden, Design Studio
Spadolini Tommaso Spadolini**Deck Material:**

Steel

Interior Designer:

Alessandra Negrato

Hull Configuration:

Monohull

Engine Information

Engines:

2

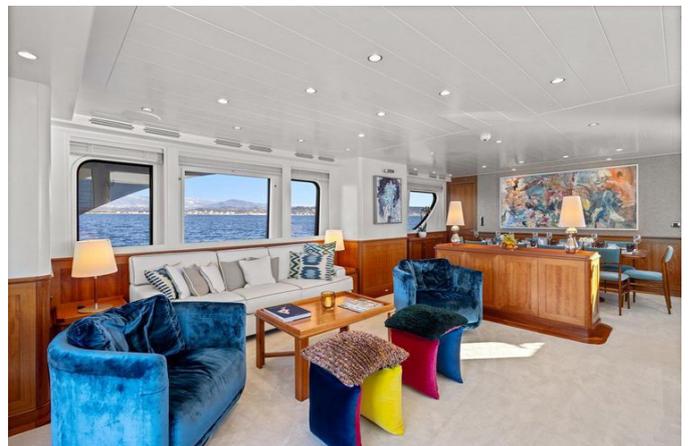
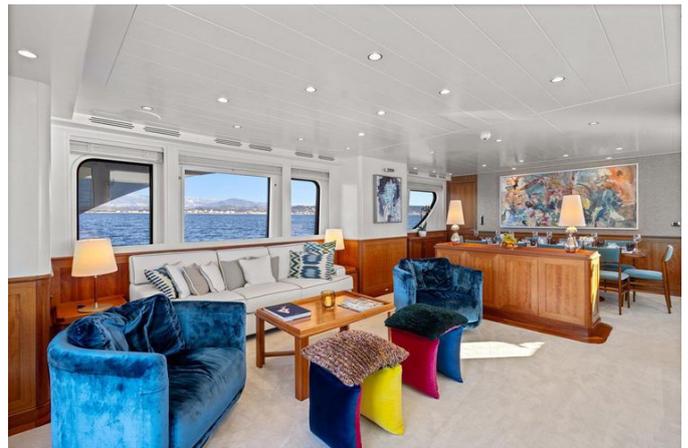
Fuel Type:

Diesel

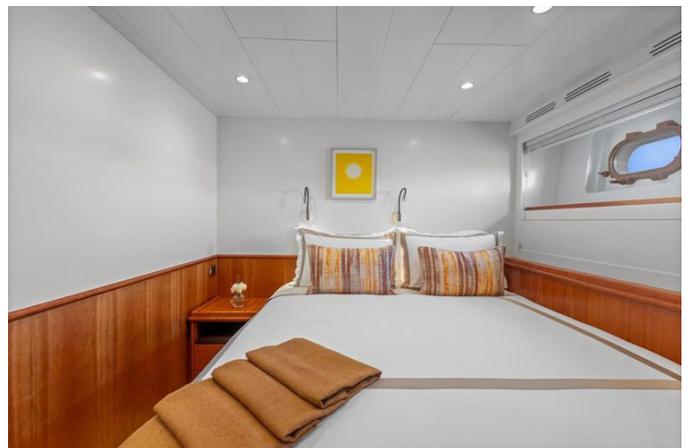
Manufacturer:

Caterpillar

GALLERY





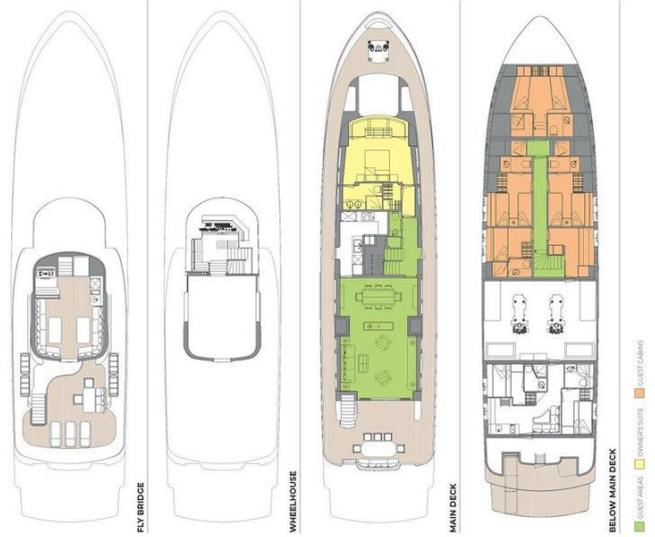
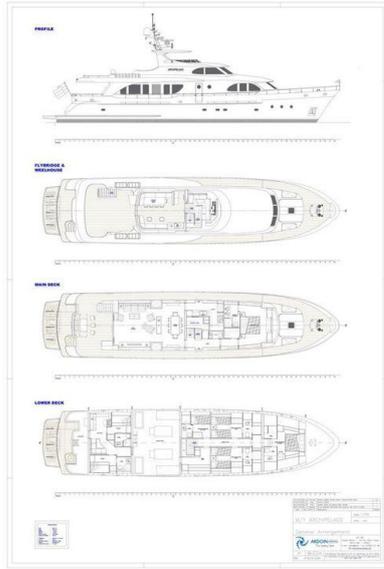












DETAILED DESCRIPTION

Detailed description

ARCHIPELAGO is a full displacement motor yacht of formidable Dutch pedigree, built by Moonen Yachts and delivered in 2005, comprehensively refitted in 2024 with a return to full RINA Classification, and presented as a no compromise passagemaker. Conceived with naval architecture by Moonen Yachts, an exterior penned by Rene van der Velden and Design Studio Spadolini / Tommaso Spadolini, and an interior by Alessandra Negrato, she is a steel hulled, aluminium superstructure yacht with teak decks that perfectly balances robust construction, hushed operation and refined living. Flying the Malta flag and recorded under MMSI 215518000, ARCHIPELAGO offers Northern European quality throughout, exceptional internal volume for her length and the go anywhere spirit that defines the marque. With gross tonnage of 196 and net tonnage of 58, and operated by up to four crew, she combines capability, efficiency and gracious onboard living in rare measure. Measuring 30.80 m LOA (101'1") with a LWL of 27.00 m (88'7"), a beam of 7.20 m (23'7") and a maximum draft of 2.00 m (6'7"), ARCHIPELAGO carries her volume elegantly while preserving the easy seakeeping for which Moonen is admired. Performance is serene and reassuring: twin Caterpillar C18 DITA diesels, each rated at 757 kW (1,015 Hp) at 2,300 rpm, deliver a maximum speed of 12.70 knots, a comfortable cruising speed of 11.00 knots and an economical speed of 9.00 knots, with fuel burn precisely charted at 120 litres/hour (32 US gallons) at 12.70 knots, 100 litres/hour (26 US gallons) at 11.00 knots and 80 litres/hour (21 US gallons) at 9.00 knots. Her proven seaworthiness and long range capability — extending to nearly 4,500 nm — confer genuine ocean crossing confidence. Power is transmitted through two ZF 2050A gearboxes with a 2.467:1 reduction to two five blade propellers on

rubber designed shafts, serviced in 2023, while CMC Marine zero speed stabilisers markedly elevate onboard comfort at anchor and underway.

The machinery and technical plant are specified for quiet endurance and straightforward management. Engine hours are reassuringly low, with the port engine at 4,268 hours and the starboard at 4,261 hours as of 01 Oct 2024, and both engines were serviced at 5,000 hours with a NEW REMAN short block including a two year warranty. Electrical generation is entrusted to two 40 kW (54 Hp) Onan MDDCF generators, NEW in 2023, with hours recorded at 1,227 (port) and 1,261 (starboard) as of 17 Oct 2024. Shore power flexibility is ensured by a 230/400 V system with a 24 V emergency system (50 Hz), a three phase 400 V AC 64 A connection, a single phase 240 V/32 A connection, a Mastervolt Dakar 230 V AC frequency converter, and Mastervolt 24/100 chargers/converter. Battery banks include 24 V 56 AMP Optima batteries for the main engines, 24 V 56 AMP Optima batteries for the generators and a 900 AMP service battery bank. Steering is precise via Cramm steel rudders with a lubricated shaft and hydraulic ram system, aided by a Furuno rudder angle indicator for the main system and Raymarine for backup steering.

Manoeuvring is bolstered by a Cramm V2 12H hydraulic bow thruster rated at 29 kW. Fuel integrity is protected by Racor fuel filters and an Alfa Laval MB 303 S fuel separator. Bilge and fire coverage is delivered by a Johnson electrical bilge/fire pump in the engine room and a Rheinstrom manual bilge/fire pump with a bilge oil/water separator. Freshwater comfort is ensured by an HEM water chlorinator producing 200 l/h, an HEM 300 water softener and an Idromar 500 water maker, while climate control relies on Edaircon CLD compressors and a Salor ventilator for 400 V/three phase engine room ventilation, together with towel heaters and floor heating in all guest bathrooms. Black and grey water management is comprehensive, with two grey water tanks connected to an overboard stack in the engine room and emptied via an electrical Rheinstrom 24 V GW pump, plus a black water tank connected to a Hamann Super Mini sewage treatment plant; the toilet system

is Microphor LF 210/LF.

Capacities reinforce the yacht's genuine passagemaking credentials: 25,800 litres of fuel (6,816 US gallons), 6,200 litres of fresh water (1,638 US gallons), 300 litres of dirty oil (79 US gallons), 500 litres of grey water (132 US gallons) and 500 litres of black water (132 US gallons). Accommodation is flexible and generous for nine guests in five cabins, perfectly suited to family cruising or discreet charter. The main deck hosts a master cabin ensuite with a NEW king sized mattress, while the lower deck offers a full beam VIP cabin with a NEW king sized mattress, two twin cabins each convertible to a double with NEW mattresses, and a single cabin that can be configured for staff or the captain. Crew live comfortably in two twin cabins for a total of four crew.

Deck equipment is engineered for reliability and ease of use. At the bow, anchoring is handled by two Muir hydraulic VRC 4500 windlasses with two 125 kg galvanised Pool N anchors and two 130 m/14 mm short link galvanised chains, while aft warping is managed by four Cramm hydraulic CK 1000 capstans. Boarding is via a Morsaverio telescopic passerelle, and the 5.2 m x 1.6 m hydraulic extended swim platform is a transformative feature that doubles as a tender launch interface and a convivial waterside terrace. Night operations benefit from a Sanshin Type HR 1012 U remote control searchlight. Sun protection has been thoughtfully upgraded, with carbon fibre poles supporting a NEW two part shade featuring top and side sections, including one waterproof section added in 2023, and a NEW front wind protection with openable windows NEW in 2023, complemented by a NEW Bimini over the forward sunpad, a NEW bench on the foredeck and a NEW table layout on the flybridge. The overall effect is a refined beach club ambience that frees the sundeck of previous tender stowage.

Navigation and communications are concise, modern and redundancy minded. The suite includes a Ritchie Globemaster magnetic compass, a Simrad AP 70 MK2 automatic pilot, a Furuno GP 37WAAS echo

sounder, and a Furuno IMO ARPA "Black Box" type FAR 2117B Performance Mxsea + yacht with Charts radar/chart plotter, complemented by a Furuno GP 37WAAS GPS and a NAVTEC Global 3 EPIRB for search and rescue. Communications meet professional standards, with GMDSS equipped and certified, a Maritime Starlink system for robust connectivity, and a Furuno FM 8900S VHF Marine radio system.

Entertainment flows seamlessly inside and out. The main salon features a 40" Sharp TV with a Bose sound system serving interior and exterior zones, while a 43" Samsung TV on the flybridge pairs with a Fusion sound system featuring NEW speakers, a subwoofer and a Yamaha amplifier. In the saloon, a Yamaha sound system with NEW speakers and a subwoofer enriches movie nights and music sessions alike.

Culinary and service spaces are comprehensively outfitted for hospitable living. The main galley is equipped with a Miele cook top, Miele exhaust hood, Miele microwave, Miele dishwasher and a Gaggenau fridge/freezer, assisted by a Potable water Qooker and a sink with ISE macerator. The crew mess adds a Miele professional washing machine, Miele dryer, Miele fridge, Miele cook top, microwave, an ice maker and a Genius portable water system. A dedicated laundry area houses a Miele freezer, a Miele fridge/freezer, a wine cave, a Miele professional washing machine and a Miele dryer. Al fresco service is elevated by a Frigomar fridge and single induction hob on the flybridge with a NEW Alpes Inox grill, while the cockpit benefits from a Hoshizaki ice maker. Safety and security systems match the yacht's voyaging intent. Firefighting is enhanced by a NEW 2023 Consilium fire and smoke detection system and a Novec FM200 extinguishing system in the engine room. General security is reinforced by a NEW 2023 Ajax alarm system and CCTV with two cameras and four I.S.O, while emergency stores include NEW portable emergency radios. Tenders and toys have been curated to make the most of the extended platform. A Williams SportJet 435, NEW in 2024 and the maximum size for the

hydraulic swim platform, joins a 3.30 m Genius 330 inflatable RIB with a 25 hp Suzuki outboard. On the water, guests enjoy a Seabob S5S, a Hobie two person inflatable kayak, a Hobie Mirage iEclipse, an inflatable SUP board and two inflatable donut towables.

The yacht's refit history underscores rigorous, investment forward ownership. During Winter 2023–2024 the vessel was returned to full RINA Classification after completing a full five year Special Survey to reset the clock, with the next Special Survey due Winter 2028/29. Upgrades included the installation of NEW ONAN 40 kW generators; a NEW Consilium fire detection system with heat and smoke detectors; NEW portable emergency radios; a NEW flybridge cover enabling full enclosure in inclement weather or windy conditions; NEW seats and flooring in the crew mess; refits to the two twin guest cabins with NEW movable beds; a VIP cabin update and reconfiguration with all NEW joinery; NEW curtains and loose furniture throughout; a NEW Williams 435 tender; a NEW ice maker; a NEW portable water system in the crew mess; a NEW Quooker water system providing hot boiled water at the tap; a NEW cabinet in the cockpit; a NEW bench in the forward bow; a NEW Bimini over the front bed; a NEW table layout on the flybridge; a NEW awning for shade and rain protection; a NEW music system; a NEW Wi-Fi system with a Starlink antenna and an option to connect fiber optic to shore; a NEW high pressure water maker with the old one removed; a NEW stainless steel swimming ladder with wooden steps; and NEW life rafts. In 2021–2022 the hull and superstructure were fully painted; NEW zero speed stabilisers were installed; a NEW swim platform with tender lift system and a NEW passerelle were added; a NEW Boning monitoring system and a NEW seamless generator transfer system were fitted; NEW fan coil air conditioning units were installed; a NEW engine exhaust system and NEW engine room valves were fitted; all diesel tanks were cleaned; a NEW pump for the fire system was installed; a NEW toilet system was fitted; a NEW stainless steel black tank was installed; shafts and propellers were overhauled; a NEW watermaker was installed; NEW Miele appliances

were added; a NEW electronic throttle system was installed; a NEW Satellite TV antenna was fitted; a NEW air compression system for fender inflation was installed; a NEW flybridge arrangement was created; NEW electric blinds were installed; NEW exterior cushions and covers were added; engines and generators were fully serviced; all tanks were opened and cleaned; the Hamann system was overhauled; all pumps were inspected and overhauled or replaced as required; a NEW tank washing system and ionisation system were installed; shutoff valves were fitted on the WC delivery lines; the engines received service and inspection of the turbo seawater pumps, crankcase valves adjustment, alternators inspection, thermostats replacement, repair of a leak on the starboard inverter pump and fixing of hoses; the generators had inspections of the seawater pump exchangers, alternators, injectors, turbo belts and raiser; internal valves and pipes were greased, bilge pump pipes inspected, and an exhaust manifold scheduled for replacement with a NEW one; power pack pumps had oil leaks repaired; a thermostat was installed to control AC temperature in the dayhead; anchor kongh joints were replaced; a portable bilge suction was fitted in the engine room; a NEW hob was installed in the galley; a NEW safe was installed in the master cabin; toilet compressors received a system update; crew mattresses were replaced and the crew mess table enlarged; a NEW rescue tender was added; NEW fridge, storage and freezer were installed in the laundry room; and a NEW fender system was installed on the swim platform. In 2020 compressors WC charge system was inspected; external scuppers' exhaust lines were cleaned; the grey waters pump system was inspected; engines and generators were serviced; double bottoms and tanks for fuel, water, greywaters, blackwaters, waste oils, decantation and condensation were cleaned; a separate blackwaters tank was addressed; the watermaker was serviced; the freshwater system received washing of the boiler, service of the group three autoclaves, inspection of the UV group, replacement of production filters and replacement of accumulators; the firefighting system and fire extinguishers were inspected with replacement

of the motor pump group; the Hammam purifier was inspected; the bilges system gained a second in line emergency pump; the main engine exhaust pipes and related silencer were renewed; and a NEW Mastervolt inverter and a NEW Mastervolt emergency battery charger were installed.

The result is a yacht in pristine condition inside and out, with a contemporary interior refresh now complete, an attractive main deck owner's suite, four additional lower deck cabins that create a family friendly, flexible layout, and a revamped sundeck with excellent weather protection. The addition of the new tender launch swim platform liberates valuable sundeck space for guests and lends a true beach club feel at the water's edge. EU VAT is paid and the yacht is correctly priced, offering the smart yacht investor a compelling package whose pedigree will hold its value. A full displacement yacht with a top speed of 12.70 knots, she cruises quietly at 11.00 knots, powered by twin 1,015 Hp Caterpillar C18 with low engine hours, and her zero speed stabilisers and extended hydraulic swim platform are among many recent upgrades that elevate comfort and capability on every passage.

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.

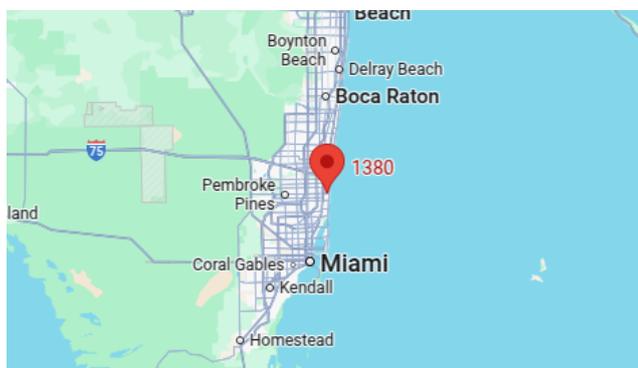
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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