

SEA LIION - HAAK SHIPYARD



Builder: [HAAK SHIPYARD](#)

LOA: 124' 0" (38 m)

Year Built: 1998

Cruising Speed: 10.50 Knots (12.08 MPH)

Model: N/A

Price: - Subject to change.

[See full listing on our website](#)

Location: Vallauris, France

Max Speed: 12 Knots (13.81 MPH)

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OVERVIEW

Launched in 1998 by renowned Dutch shipwrights, MY SEA LION is a refined gentleman's luxury motor yacht that embodies the meticulous craftsmanship and timeless taste synonymous with the Netherlands. Built in steel from keel to superstructure, she projects a quiet solidity and dependable presence on the water, her full-displacement hull designed for exceptional stability and seakeeping that make her equally at home on long ocean passages or sheltered anchorages. Conceived with both private owners and charter guests in mind, she has time and again proven herself a practical, blue water cruising yacht with genuine transoceanic capability.

Her interiors combine restrained elegance with a welcoming warmth: rich timbers, skilled joinery and thoughtful detailing create an elevated yet comfortable atmosphere suitable for extended voyages or gracious entertaining. Outside, the shaded aft deck provides an inviting alfresco dining space, while the upper deck opens to a broad sun terrace fitted with a jacuzzi, offering expansive sea vistas and a tranquil retreat whether at anchor or underway. A true flybridge/sundeck arrangement enhances the lifestyle possibilities aboard.

Accommodation is generous and intelligently arranged for privacy and convenience. A full beam owner's suite on the main deck commands pride of place, while four tastefully finished guest staterooms on the lower deck—each with its own en suite bathroom—constitute a charter friendly five cabin layout. Crew berths for six are positioned completely separately, preserving guest privacy and ensuring efficient, unobtrusive service and smooth onboard operations.

With substantial fuel reserves and proven long range autonomy, MY SEA LION offers explorer yacht potential, placing distant horizons easily within reach. Diligently maintained and improved through significant refit works—including

a comprehensive repaint and ongoing technical upgrades—she is presented in excellent condition and ready for immediate cruising. This steel hulled superyacht marries classic sophistication with modern reliability, inviting her next owner to embark on memorable ocean voyages with comfort, confidence and enduring style.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
1998

Model Year:
1998

Country:
France

Dimensions

LOA:
124' 0" (38 m)

Speed, Capacities and Weight

Cruise Speed:
10.50 Knots (12.08 MPH)

Water Capacity:
3143.65 Gallons

Max Speed:
12 Knots (13.81 MPH)

Fuel Capacity:
17171.18 Gallons

Gross Tonnage:
313 Pounds

Accommodations

Sleeps:

7

Crew Cabin:

4

Total Heads:

6

Crew Berths:

7

Hull and Deck Information

Hull Material:

Steel Yachts

Hull Designer:

Haak Shipyard Verkerk

Deck Material:

Steel

Interior Designer:

Rijntjes Design

Hull Configuration:

Full Displacement

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

Caterpillar

Fuel Type:

Diesel

GALLERY

















DETAILED DESCRIPTION

Hull & structure

A heavy-displacement, round-bilged hull with a canoe stern and a confidently flared bow is executed in steel plate ranging from 10 to 6 mm, carried on framing at 50 cm centers and protected by robust steel bulwarks. The yacht is subdivided into seven watertight compartments by six bulkheads, two of which are fitted with watertight doors, while twin steel balance, free-hinging rudders ensure precise control. In 2009 the hull was sandblasted and thickness-measured, the aft cofferdam was filled with cement, and steel docking/bumper strips were complemented by teak varnished caprails mounted on steel strips. Every detail forward is engineered for endurance, from stainless steel fairlead holes and anchor chain hawse pipes to bow protection plates and the integrated anchor hull shell pocket.

Superstructure

The superstructure is built entirely in steel and crowned by a steel radar/navigation mast, uniting strength, longevity, and a purposeful profile.

Decks

Low maintenance 9 mm cork decks, supplied by Marinedeck 2000 and newly installed in 2009, deliver comfort underfoot and thermal quiet, while steel decks are finished with an anti slip coating for confident footing in all conditions.

Other structure details

Teak doors open to the saloon and corridor, stainless steel bollards stand ready to work, and teak varnished handrails lead the way. For unwavering security, the bulwark stands 105 cm high along both the main deck and the sun/boat deck.

Windows and portholes

Rigo ±8 mm thermopane windows in aluminum frames provide robust insulation, with all fixed panes supported by heavy duty wipers featuring interval control and freshwater wash. On the lower deck, Rhigo windows are non opening for strength and integrity, while on the main deck Whigo units with 10 mm safety glass are opening for natural airflow.

Tanks

Fuel is carried in two forward tanks of approximately 12,400 litres each and two aft tanks of approximately 19,100 litres each, with open interconnections for balanced transfer, complemented by a day tank of approximately 2,000 litres; electronic capacity meters monitor all bunkering tanks and a gauge glass serves the day tank. Fresh water reserves are split between a forward double bottom steel tank of approximately 7,100 litres and an aft double bottom steel tank of approximately 4,800 litres, each fitted with inspection manholes and a cross over pipe with valve, filled from the aft deck and monitored electronically. Grey/black water is contained in a single approximately 1,500 litre steel tank with an inspection manhole aft. Lubrication oil rests in an approximately 600 litre steel tank, while waste oil is secured in an approximately 600 litre steel tank with inspection manhole and a glass eye at seventy five percent for level checks, plus a ship shore

discharge connection on deck. Sludge is collected in a dedicated approximately 1,500 litre tank, and tender fuel is conveniently kept on deck in jerry cans. A starboard side fuel filling station on deck offers two inlets to serve forward and aft tanks independently.

Insulation

Thermal comfort is assured with rock wool insulation from the hull down to the waterline and throughout the superstructure. Acoustic refinement is achieved with engine insulation down to the waterline, using aluminum sheeting over rock wool, while machinery in the engine room is elastically mounted on rubber where required.

Paint history

The superstructure received a comprehensive Awlgrip system in 2010–2011, with the hull and superstructure refreshed again during the 2017 paint program. Below the waterline, antifouling by International was last applied in July 2025, preserving performance and protection.

Main engines

Twin Caterpillar 3412E DI TA twelve cylinder diesel engines, each delivering a continuous ± 730 Hp at 1,800 rpm with turbocharging and intercooling, drive through a dry stack steel exhaust system for enduring reliability. Each main engine carries its own alternator for dedicated start battery charging, with start/stop controls at both the wheelhouse and the engine room and exhaust temperature meters monitored locally.

Monitoring

A Marble system oversees the engines and integrates a general alarm to the bridge and crew mess, providing vigilant indication of bilges, fire, and other vital conditions.

Control system

Effortless command comes via a Kobelt electronic Micro Commander, delivering crisp, repeatable control under all conditions.

Gear boxes

ZF / Masson SA hydraulic gearboxes, model RCD 320 with a 4.583:1 reduction, are installed with separate oil cooling heat exchangers and flexible couplings to safeguard smooth, durable power transmission.

Propellers and shafts

Twin Teignbridge five blade bronze propellers of approximately 1,500 mm diameter turn on conventional approximately 100 mm diameter steel shafts, served by a water lubricated cooling system for lasting efficiency.

Generators

Electrical autonomy is assured by two CATERPILLAR C4.4DITA units, each 99 kW—Serial No. J1Z07519 and Serial No. J1Z07520—both showing 9,500 hours as of 02/26, alongside a dedicated CATERPILLAR C4.4DITA 99 kW (Serial No. J1Z06679) reserved exclusively for the bow thruster.

Air condition

Climate control is delivered by a dual compressor system feeding thermostat regulated fan coil units throughout the accommodation, totaling 20 fancoils. Heinen en Hopman serviced and renewed required parts and piping in 2006, with further system care by another specialist in 2012.

Heating system

Warmth flows through the air conditioning circuit via three 15 kW electric heaters that heat the system's water loop for efficient, even heating.

Bow thruster

Maneuvering finesse is provided by an electric three speed bow thruster powered by a dedicated generator.

Stabilizers

The original Koopnautic hydraulic fin stabilizers, with a control unit in the wheelhouse and fin actuators housed in watertight boxes whose rams were serviced in 2017, currently have their fins removed and the system is not operational; hydraulic power is taken from the PTO on the starboard main engine.

Steering gear

Habeco hydraulic steering, newly installed in 2004, features two 380 V hydraulic pumps for redundancy and a 24 V emergency pump to secure steering in all scenarios.

Air compressor

An engine room air compressor serves the ship's horn and provides a convenient compressed air outlet within the engine room.

Fuel system

Each main engine benefits from twin Racor type fuel filter sets equipped with isolation valves, allowing filter cleaning while underway. Fuel management is streamlined by an electric transfer/trim manifold with a manual backup pump to feed the day tank, and purity is safeguarded by a new Alfa Laval MAB 103 gas oil purifier installed in 2006.

Water system

Fresh water delivery is entrusted to two 220 V electronic pumps working through a carbon filtration stage, while domestic hot water comes from a large 1,000 litre electric boiler; a hot/cold tap is conveniently placed on the aft deck. A new HEM 30 watermaker installed in 2006 produces approximately 400 litres per hour for extended autonomy.

Oily water separator

RWO's oily water separator, rated to discharge at 15 ppm with a treatment capacity of approximately 250 litres per hour for overboard discharge, is currently not functioning properly and will benefit from service.

Toilet system

A straightforward, reliable system of gravity fresh water flush toilets serves all heads for cleanliness and simplicity.

Bilge system

A 380 V electric bilge pump with a manifold draws from all compartments except the fore peak, which is fitted with its own dedicated electric bilge pump. A second 380 V electric bilge pump doubles as a deck wash and fire pump, with an exchangeable by pass backup arrangement for added resilience.

Deck wash and fire fighting

Fire readiness is anchored by a 380 V electric deck wash and fire pump feeding a manifold with three hydrants on deck—two on the main deck and one amidships on the sun/boat deck—while a 380 V bilge pump can be cross connected as an additional firefighting pump. An exchangeable by pass backup is available, and a Yanmar diesel driven fire pump in the steering room is installed but currently not working.

Ventilation

The engine room breathes through a heavy duty, two speed fan, while accommodation spaces are supported by mechanical ventilation in the bathrooms for constant freshness.

Electrical system

A professional electrical installation by Werkina (Holland) divides power across dedicated 24 V, 220 V, and 380 V switchboards with automatic breakers and full indication/control lamps in the engine room, supported by abundant 220 V outlets. The yacht runs 24 V DC and 220/380 V 50 Hz AC, with start batteries for the main engines (two sets of two, installed June 2015) and for the generators (two sets of two, installed June 2015) stowed seamanlike in engine room

boxes. The bow thruster generator has a dedicated start battery (installed June 2015), while the service bank is located in the engine room and emergency batteries are boxed on the top deck with replacement recommended.

Charging comes from a Mastervolt 24 V 100 Amp charger and a Victron Energy 24 V/3000 W/70 Amp charger inverter, with additional inverter capacity for seamless AC. Shore power intake is 440/380 V on the starboard aft deck with a 30 meter cable, and an Atlas ES1547A 50 kVA frequency converter (installed 2006) ensures global compatibility. Lighting blends 24 V/220 V interior circuits with halogen spots—some dimmable—TL lamps in the engine room, and 24 V deck lights outside.

Anchor winches

Ground tackle is handled by two single gear Maxwell HL 800 electric capstans with chain wash, installed in 2009 on new foundations, and controlled via a foredeck remote. Stainless steel chain stoppers (devil's claws) were also new in 2009, with chain length color indications for instant scope awareness. The arrangement includes two approximately 400 kg galvanized anchors stowed against stainless steel hull shell pockets/plates, paired with one approximately 100 m galvanized chain and one approximately 150 m galvanized chain.

Captain Igor MY Mercury

Each anchor winch is of the horizontal type, an arrangement prized for compact strength and clear lead to the chain pockets aboard MY Mercury.

Tender crane

A hydraulic Van Wijk crane with a safe working load of approximately 1,000 kg traverses a broad 340 degree arc, its power pack neatly installed in the

lazarette/steering room for balanced handling of tenders and toys.

Covers and cushions

Sun awnings on stainless steel frames shade the forward sun/boat deck, tailored tarpaulins protect tenders and toys, and plush cushions finish the aft deck settees, sundeck seating, and deck chairs for uncompromised al fresco comfort.

Accommodations

On the aft deck a generous, shaded lounging and dining terrace welcomes with a teak locker sofa, a round dining table, and eight teak deck chairs; teak doors open to the saloon and bar, while windbreaker glass doors—installed in 2009—shield the side decks. Above, the sun/boat deck invites with a rotan sofa, two seats, and a side table, locker sofas along the sides, a central Jacuzzi, and waterproof Bose speakers, with the tender, crane, and jet ski stowed securely abaft. A steep portside stairway leads to the observation deck, home to domes and the funnel with radars and more, plus space for small sailing tenders or kayaks and the option to install a davit for manual launching. The interior layout (see plan) is remarkably spacious and charter oriented, granting optimal privacy through fully separate crew quarters on the lower deck, efficiently and centrally divided by the galley. Joinery and decoration are classic and elegant in finely selected mahogany with gloss varnish; the wheelhouse and sky lounge bar feature unvarnished teak floors, while staircases with teak varnished railings and copper detailing add luster. The galley's stone flooring, off white luxury carpets in the saloon, main deck corridors, owner's and guest cabins, and sky lounge, as well as vinyl flooring in the mess room and crew cabin, harmonize with white varnished wood wall and ceiling panelling across the yacht and fabric finishes in the owner's cabin.

Bathrooms are trimmed in brown/white marble, with the owner's bathroom updated in 2006 to natural marble flooring and luxury chrome taps, showers, and fittings; marble worktops complement the galley's stainless steel sinks and blue/yellow high quality curtains in the saloon and dining, with grey night curtains and sheer day curtains in the owner's cabin. Sleeping arrangements welcome the owner and up to 12 guests in six cabins. The saloon, classically arranged with headroom up to approximately 212 cm, features an off white fine linen L shaped sofa for four to five guests, a stylish chair, a built in bar with stainless steel sink and cupboards, and a direct link to the aft deck; equipment includes a New Pol fridge and a Unic Aqua A11J icemaker, and teak half glass doors heighten visibility. Forward, the dining area for eight offers ample lockers and cupboards for seamanlike stowage of glass, china, and cutlery. The sky lounge, with approximately 202 cm headroom, creates a cozy retreat with a gloss varnished table for four to five, a small two person sofa in white fabric, and two relaxing armchairs with leg rests; a sliding door cupboard is ideal for a wine collection, sheer curtains soften the light, and teak half glass doors open to the sundeck, with direct access to the wheelhouse and sky lounge bar. Adjacent, the sky lounge bar presents a black Corian worktop with abundant space, stainless steel sink and tap, a Liebherr fridge, an icemaker, and a secure bottle cupboard. The master cabin impresses with headroom up to approximately 250 cm, a king size berth of approximately 190 x 200 cm, lockers, drawers, a desk with shelves, and a sofa; both cabin and bathroom were refitted in 2006. The owner's bathroom is generous, with black marble tops, natural marble flooring and tiles, a bath and separate moeson type shower, a manual fresh water Villeroy & Boch toilet, and a Bose sound system. A day head on the main deck offers a manual fresh water flush toilet and a small designer fountain. Centrally located amidships for privacy and deck access, the galley boasts headroom up to approximately 227 cm, with plentiful cupboards, lockers, and drawers arranged for seaworthy stowage, a black marble worktop, and stainless steel sinks. Guest spaces comprise four

cabins for a total of eight guests, excluding the owner: two elegantly styled VIP suites—Suite Rosa Jaguar and Suite Rosa Champagne—with headroom up to approximately 207 cm, each with a two person berth of approximately 160 x 200 cm, drawers under the berth, cabinets, lockers, and a small make up table; Suite Rosa Jaguar adds a small sofa. Both VIP bathrooms, also with approximately 207 cm headroom, include a bath with massage stream, double sink with marble top, marble flooring, a design radiator, and a manual toilet. Two further guest cabins—Suite Rosa Baronesse and Suite Rosa Noblesse—offer approximately 207 cm headroom and twin single berths of approximately 80 x 200 cm with drawers beneath, lockers and a cabinet, plus ensuite bathrooms with shower, a manual toilet, and a single marble topped sink. The separate wheelhouse on the upper deck, with approximately 212 cm headroom, affords superb visibility and direct teak doored access to the boat and sundeck; instruments and monitoring are professionally arranged for clarity and control, with storage for manuals and sea charts, a chart table, navigation desk, writing desk, a Recaro helmsman's chair with head, arm, and foot rests, and a companion sofa. An enclosed office next to the wheelhouse stores charts and yacht documentation and includes a captain's bed. Crew are afforded a separate deck access to protect owner privacy, and three cabins sleep a total of six: Suite Rosa Coco—a comfortable crew/guest cabin with approximately 208 cm headroom, a 160 x 200 cm double berth, and ensuite with shower and manual toilet; Suite Rosa Vivaldi—a comfortable crew/guest cabin with approximately 208 cm headroom, twin berths of 80 x 200 cm, and ensuite with shower and manual toilet; and a forward crew cabin with approximately 205 cm headroom, two bunk berths of approximately 80 x 195 cm, and an ensuite with shower and manual toilet. The crew mess presents a spacious dining area with a yellow leather L shaped sofa and bookshelves, seating for around seven, and a practical galley without a hob yet equipped with a Miele dishwasher and an Imperial microwave; this area was rebuilt by Struik and Hamerslag in 2006, offers approximately 210 cm headroom, and

includes an emergency escape hatch to deck. The adjacent laundry provides lockers and shelves, an iron and ironing board, a Miele washer and dryer, and a bank of Gram cold storage—three freezers and two fridges—rebuilt in 2009/2010.

Engine room

A most spacious, walk around engine room with exceptional headroom up to approximately 300 cm invites confident maintenance, entered via a watertight door from the portside main deck with an emergency escape leading toward the portside guest bathroom. Systems and equipment are elastically mounted where required and laid out for ease of access, with a sea chest serving cooling water intakes for both main engines and generators, and removable aluminum anti slip floor plates underfoot.

Fore peak

The fore peak is accessed through a watertight deck hatch and provides organized storage for anchor chains and mooring lines.

Lazarette / steering room

A watertight deck hatch opens to a practical lazarette/steering room with useful storage for gear and ship's systems access.

Storage

Ample storage abounds, from generous crew mess lockers to numerous storage boxes and under floor compartments strategically placed throughout.

Bathing

Easy water access is assured by a manually lowerable side boarding ladder with teak steps and a solid stainless steel swimming ladder, inviting you to slip effortlessly into the sea.

Passarelle

A Van WIJK type VW 006 stainless steel passerelle with teak deck can be lowered, raised, and rotated, extending to approximately 4 meters and retracting fully when not in use.

Domestic equipment

Catering is capably supported by a Miele front load refrigerator of approximately 295 litres (model KF 97 12) and a separate two drawer Miele freezer in the galley installed new in 2006, plus three GRAM front load freezers (230 V 50 Hz) new in 2009 and, in the mess room, two GRAM front load fridges (F410RGL16N) also new in 2009. The sky lounge bar is fitted with a Liebherr refrigerator and there are icemakers at both the sky lounge bar and the saloon bar. Cooking and cleanup are handled by a ceramic Miele cooker with four rings, a Miele oven, a Miele MW6004 microwave, an Imperial microwave in the mess room, a Neff cooker hood, and Miele stainless steel dishwashers in both the galley and mess room (new 2006). Laundry is effortless with a Miele washing machine and a Miele dryer, both new in 2009, and housekeeping is helped by a portable household vacuum. An extensive, seaworthy stowed service of chinaware, glassware, and luxury cutlery completes the domestic specification.

Navigation, equipment

Precision navigation comes courtesy of a Furuno GP170 GPS and Furuno GP 39 GPS, Furuno RP 110 chart plotter and TimeZero chart plotter, Furuno radar with RCU 28 marine radar control, and a Furuno AIS. Command and situational awareness are enhanced by Radio Zeeland Euro 700, a Simrad AP50 autopilot, a Simrad compass, BNWAS with Furuno BR 150 main alarm panel and BR 560 motion detector, and NAVTEX Furuno NX 700. Communications grade electronics include a Sailor 6301 HF transceiver, Sailor 6222 VHF DSC, and Sailor 62222 VHF DSC, with a Sailor 6006 Inmarsat C message terminal for global reach.

Communication equipment

The communications suite comprises two Sperry Marine Inc. VHF DSC RM2041 sets with distress buttons and six Icom BC 171 handhelds, plus two Icom ICM 602 units with transceiver capability, receivers, GMDSS distress buttons, and additional handhelds. Long range voice is supported by an HF Marine Transceiver IC M600, shipboard calling by a Panasonic phone and a Telular Phonecell SX5D, and documents by an onboard fax and HP printer/copier/scanner. A Panasonic PABX exchanges across eight stations, while entertainment and broadcast reception come via a SeaTel Tac 92 television receiver (new 2006), seven Ecostar decoders with a distribution system, and eight Sony televisions serving the owner, five guest cabins, the main saloon, and the crew mess. Internet connectivity is delivered by a Seatel V sat (new 2006), and a Wi Fi antenna extends local signals across the entire yacht.

Toys and tender

The toy chest brims with a 3D Tender XPRO 360 (sn: CN HFM48969I515) powered by a Mercury 9.9 cv outboard (sn: OR729353), a Valiant 630 Classic (sn: IT ARIB0757K516) driven by a Mercury 150 cv EFI (sn: 2B178730), and a Yamaha Wave Runner EX 1050A S (sn: US YAMA2664A717), each ready to launch unforgettable days on the water.

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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