



NITA K II - AMELS



Builder: [Amels](#)

LOA: 170' 0" (52.02 m)

Year Built: 2004

Beam: 29' 0" (8.97 m)

Model: 2004

Max Draft: 32' 10" (10 m)

Price: \$23,450,724.09 USD Subject to change.

Cruising Speed: 12 Knots (13.81 MPH)

[See full listing on our website](#)

Location: Palm Beach, United States

Max Speed: 15 Knots (17.26 MPH)

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OVERVIEW

NITA K II is presented in pristine, turnkey condition and is ready to cruise. Her striking, bespoke interior by Alberto Pinto and Laura Sessa exudes sophistication, while accommodations welcome up to 12 guests in five staterooms, featuring a full-beam owner's suite with a private lounge/office; seven crew cabins sleep up to 14. Comfort is assured at anchor thanks to stabilizers, and a 24 ft RIB stowed on the foredeck keeps the exterior guest areas open for owner and guest enjoyment. This full-displacement luxury motor yacht couples a steel hull with an aluminum superstructure, carries 628 gross tons, and has benefited from an extensive refit with her 20-year Lloyd's survey completed in 2024. MCA compliant and designed for bluewater cruising, this pedigree superyacht blends elegance, capability, and expansive deck spaces in equal measure.

SPECIFICATIONS

Basic Information

Model Year:
2004

Country:
United States

Year Built:
2004

Dimensions

LOA:
170' 0" (52.02 m)

Max Draft:
32' 10" (10 m)

Beam:
29' 0" (8.97 m)

Speed, Capacities and Weight

Cruise Speed:
12 Knots (13.81 MPH)

Water Capacity:
4755 Gallons

Max Speed:
15 Knots (17.26 MPH)

Fuel Capacity:
31176 Gallons

Gross Tonnage:
628 Pounds

Accommodations

Crew Cabin:

7

Hull and Deck Information

Hull Material:

Steel Yachts

Hull Designer:

N/A

Deck Material:

Steel

Interior Designer:

Alberto Pinto and Laura Sessa

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

Cummins KTA

Fuel Type:

Diesel

GALLERY

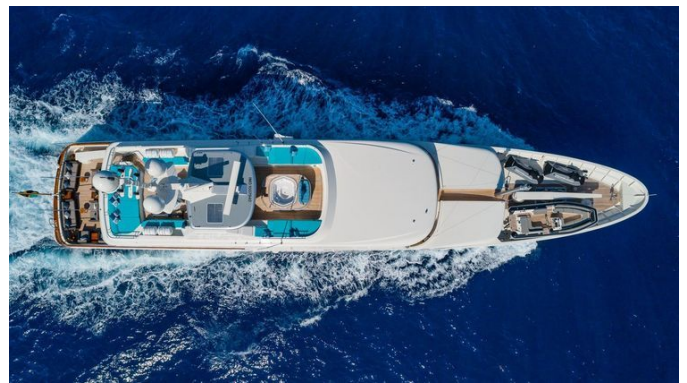












DETAILED DESCRIPTION

Construction

Engineered for strength and poise, the yacht features a robust steel hull paired with a lightweight aluminum superstructure, crowned by elegantly laid teak decks that offer timeless warmth, durability, and assured footing.

Dimensions

Commanding the horizon with an overall length of 170.61 feet (52.00 meters), a molded beam of 29.60 feet (9.00 meters), and a loaded draft of 10.00 feet (3.05 meters), this yacht blends ocean-going stature with impeccably balanced proportions. Her tonnage is measured at 628 gross tons, 188 net tons, and 653 displacement tons, underscoring substantial volume and presence.

Designed for extended autonomy, she carries 31,176 US Gallons (118,000 liters) of fuel and 4,755 US Gallons (17,997 liters) of fresh water. Two watermakers support life on board: one rated at 4,808 US Gallons (18,200 liters) and one rated at 2,404 US Gallons (9,100 liters). Service systems are equally comprehensive, with 557 US Gallons (2,110 liters) of lube oil capacity, 520 US Gallons (1,970 liters) dedicated to waste oil, and 1,442 US Gallons (5,460 liters) allocated for waste water.

Performance is confident and efficient. At maximum speed of 15.0 knots, consumption is 400 liters per hour with a range of 3,200 nautical miles at 385 RPM. A comfortable cruising speed of 12.5 knots returns 280 liters per hour and a 3,950 nautical mile range at 325 RPM. For long passages, an economical 11.0 knots delivers 220 liters per hour and a 5,000 nautical mile range at 290 RPM.

Machinery

Power on board is assured by two 145 kW John Deere generators commissioned new in July 2014, complemented by one 50 kW Cummins 4B 3.9 emergency generator. Generator fuel consumption is 520 liters per day per generator. Shore power is handled by two 62.5 KVA Atlas SPA three phase units with output at 230/400 V, 50 Hz, and input managed through an Atlas shore power conversion system. The main engines are air start, charged by compressors, while the generators start on 24 V batteries maintained by a Mastervolt charger. Climate control is delivered by a Marine Air system serving 52 air handlers. Freshwater independence comes from one Watermakers WMSQ 45000 and one WMSQ 3000, both rebuilt in February 2024. Comfort at sea and at rest is enhanced by Koopnautic SR3575/4080 SVA stabilizers with at anchor capability, while precise maneuvering is driven by an HRP 200 60E bow thruster rated at 110 kW Hp and rebuilt in February 2024. Steering is via a Rolls Royce/Tenjford JR 2.160 ram type system, with fuel polishing handled by an Alfa Laval MIB 303 and blackwater managed by a Headhunter sewage system. Command is intuitive from four helm/control stations—bridge, port wing, starboard wing, and an emergency local engine control—with the entire control system completely renewed in October 2022.

Communication, navigation & entertainment systems

Seamless communication begins with VSAT via a SeaTel VSAT, complemented by SATcom capability through a new 2022 Iridium LT-3100s GMDSS system. Bandwidth is further expanded by two new 2022 Starlink Maritime installations, while GSM internet is handled by two new 2022 PEPWAVE 5G antennas. Daily shipboard voice is covered by a Panasonic telephone system, with a matching Panasonic intercom and Phontech managing internal ship's

communication. Long-range SSB is delivered by a Sailor 6301 MF/HF, fixed VHF coverage comes from one Furuno FM8800S DSC-VHF and one Sailor RT4822 VHF-DSC, and portability is ensured by two Icom IC-M87 handhelds. The cellular phone system comprises three units plus a Globesurfer. Hattera screens include one 22" touch screen and four 19" screens, and a Furuno Sat C, new in 2017, is paired with a Furuno printer.

Confident navigation is anchored by radar featuring one Furuno 2110 X-Band and one Furuno 2110 S-Band, each with a range of 120 nm. Heading data is provided by one C-Plath Navigat MK1 gyrocompass (new Nov 2015) and one C-Plath magnetic compass, with precision steering from one C-Plath Navipilot V HSC autopilot. Depth is read by one Furuno ED2200 depth sounder with wing station repeaters, while two Furuno FCV-585 video sounders employ two transducers forward and one aft. Positioning relies on two Simrad MX 612 GPS units. Ship's computing comprises two Nav PC Custom units, four HP PCs, and one additional HP PC, supported by three new servers and a complete new state-of-the-art IT/WI-FI backbone throughout the vessel. Printing is handled by four HP printers. Electronic charting is delivered by two new 2023 Wartsila RS8 full ECDIS chart plotters together with one Maxsea system new in September 2017. Environmental data includes one Thomas Walker relative wind indicator plus a Furuno RD-30 weather station, speed is tracked by one C-Plath Naviknot III speed log, Navtex by one Furuno NX-500, and AIS by one Furuno FA-150 universal.

Entertainment is elevated by a complete new AV system installed in July 2014, with a central Kaleidescape server linked to a new RTI control system and new Mini iPads throughout the vessel for effortless command of the AV and music server, as well as public areas in Party Mode, Apple TV, and AirPlay. All lower guest cabins feature AV systems arranged in two individual racks with dual SAT TV/DVD/Kaleidescape. All Apple TV devices were renewed in March 2023, and all access points were renewed in March 2023.

The audio/video suite includes two KVH HD 11 TV antennas (new 2016); one Samsung 26" flatscreen in the captain's cabin (multisystem); twelve Samsung 22" LCD/DVD units across six crew cabins (multisystem); one Samsung 50" curved display in the crew mess; one Samsung 85" in the skylounge; one Samsung 65" in the main salon; one Samsung 55" in the master cabin; one Samsung 55" in the master office; two Samsung 42" in the guest cabins; and two Samsung 33" in the guest cabins. Marantz components include one unit in the crew mess, one in the skylounge (new 2017), and four in the guest cabins. The stereo lineup further features one Marantz in the skylounge, one in the master cabin, and one in the main salon, while the bridge is equipped with two iPod stations.

Galley & laundry equipment

In the main galley, the cooking suite features a Schott four-burner range, a Wolf 30" E Series convection steam oven (CSO30PE/S/PH) new February 2024, and a Miele oven H 2455 BP active. Refrigeration is assured by two Metos MMC 600 refrigerators, one Liebherr Freezer, and a Dometic wine fridge (Pantry). Dishwashing is handled by one Winterhalter UC Series dishwasher, while service efficiency is elevated by a dumbwaiter linking the galley, pantry, and Sundeck. The general galley specification further includes a built in deep fryer, a built in grill, a Kitchen Aid mixer, a Hans Dampf Combi steamer 6.23, and a Paco Jet ice cream maker.

In the crew galley/mess, cooking equipment comprises one Severin 900 microwave, with cold storage provided by one Smeg fridge and one Liebherr 4177 wine cooler. Additional conveniences include one Miele 67856 dishwasher and one Uson Marine AB trash compactor.

Augmenting the primary spaces, the additional galley inventory includes a Fridina BV built in walk-in 2.7m² refrigerator and a Fridina BV built in walk-in 1.65m² freezer. Ice production is ensured by four ice machines positioned on

the main deck aft, the sundeck, the pantry, and the Lazerette.

The main laundry is equipped with three Miele Professional dryers, one Sanuzzi Lindo 100 Washers, and two Miele Washers.

Tenders & toys

A versatile fleet begins with one Novurania 24-foot tender powered by a diesel Volvo inboard, fully refurbished in 2023 with a new pontoon, engine, drive train, and electronics including wiring.

For underwater adventures and on-water thrills, the yacht carries one Bauer C2E dive compressor with five full dive sets, two Yamaha Delux three-seater wave runners from 2016, one new FunAir 26 ft slide, one new inflatable sea pool with jellyfish net, four inflatable paddleboards, two Lyft E-foil boards, two towable chariots, two wakeboards, one pair of water skis, and eight sets of deep-sea and jigging fishing gear.

Deck equipment

The yacht's ground tackle is centered on a Steen single motor, horizontal axis anchor windlass, complemented by two Pool anchors and 22 mm chain totaling 630 feet (192 m). Line handling is assured by four Steen warping capstans, with two forward and two aft. Tender handling is managed by two Vandriel cranes, one forward and one aft, each with a 2,000 kg capacity. Access and boarding are refined with an electric hydraulic accommodation ladder to starboard, comprehensively overhauled in 2022, and an Aljo Yacht Equipment electric hydraulic stern boarding gangway fully overhauled in 2024 with fresh paint, new teak, and upgraded lighting. Night operations benefit from two handheld Fenix LR80R spotlights. On the sundeck, a Jacuzzi for six to eight people was fully refurbished in 2023, including paint, jets, lights, all pumps, motors, heater, wiring, and plumbing.

Security, fire fighting & safety equipment

A comprehensive Luma surveillance system, installed new in 2020, anchors the yacht's CCTV suite with sixteen cameras covering the engine room, the port and starboard side decks, the aft deck, the mast, the bridge deck forward and aft, and the swim platform. Oversight is enhanced by three dedicated monitors located in the radio room, crew mess, and bridge. Palladium Technologies deck sensors divide the exterior into three zones, while all door entries are tied into the Palladium Technologies alarm system with door sensors and managed via two alarm keypad monitors at the crew door and in the radio room. Access control includes two biometric door entrances serving the guest and crew doors, and secure storage is provided by six ship's safes serving the guest cabins, the master cabin, and the captain's cabin.

Fire control is equally thorough, with two fixed CO2 systems protecting the engine room and the galley range hood, a vessel-wide sprinkler system, and a detector network comprising forty-one smoke, five heat, and three gas sensors. In 2024, all machinery, control, and salient components were renewed, including a new sprinkler pump and new stainless steel freshwater water tanks. Safety gear includes two asbestos firefighting suits—Viking Professional firefighting suits—stowed in the BA locker, and fourteen seawater firefighting stations positioned within 15 m of any point on board. The fixed fire and bilge systems are supported by two fire/bilge pumps renewed in February 2024, one emergency fire/bilge pump renewed in February 2024, and fifteen pneumatic control valves renewed in 2024. Portable protection is comprehensive as well, with nine CO2 units positioned near major electrical installations and twenty-five fire extinguishers distributed throughout the vessel.

The yacht carries four RFD Surviva MKII sixteen-person, Class A life rafts and eight SOLAS approved life rings, together with two ACR Globalfix EPIRBs featuring built-in GPS, assorted flares, and four Pains Wessex linethrower 250

line throwers. Medical readiness is assured with Medlink supplied and approved first aid and medical kits.

Accommodations

Designed for effortless cruising and supreme privacy, the owner's party of up to twelve guests is accommodated in five elegantly appointed staterooms, while the professional crew enjoys generous quarters for up to fourteen across seven cabins, ensuring attentive service around the clock.

Comments

With a timeless Dutch pedigree, NITA K II was built in 2004 by Amels and showcases classic exterior styling by Terence Disdale paired with a stunning, custom interior by Alberto Pinto and Laura Sessa. Meticulously maintained and in impeccable, cruise-ready condition, she has benefited from refits in 2012 and 2016, followed by an extensive refit with the twenty-year Lloyd's survey completed in 2024. Generous accommodations welcome up to 12 guests in 5 staterooms, highlighted by a full-beam master suite with an expansive his-and-hers en suite, walk-in wardrobes, and an adjoining lounge or office for the ultimate in privacy. Below, four spacious king guest staterooms include two VIPs, each offering large jetted tubs and oversized showers, while crew accommodations are arranged for up to 14 in 7 cabins to ensure seamless service.

Expansive social areas unfold throughout the yacht, with refined salons inside and outstanding, well-planned exterior decks that present multiple seating, dining, and lounging options across all three outdoor levels. A 24 ft. RIB is smartly stored on the foredeck to keep the exterior decks open for owner and guest enjoyment. Underway and at anchor, comfort is elevated by at-anchor stabilization, and her robust full-displacement steel hull with aluminum

superstructure delivers confident, ocean-going performance. At 628 gross tons and MCA compliant, NITA K II blends capability, safety, and sophistication in equal measure.

Exclusions include all of the owner's personal effects. All speeds, capacities, and consumption figures are approximate or estimated, and measurements may be approximate. Specifications are provided for information only, and particulars herein are obtained from sources believed to be correct, but are not guaranteed. Buyers are advised to instruct their agent and surveyor to verify all details for accuracy. Offered subject to prior sale, price and inventory changes, or withdrawal from the market without notice.

Refit summary

In 2023/2024 the yacht benefited from an extensive program that began with the Novurania tender being completely refurbished to "better than new," while DPF systems were installed on the generators so they now run extremely clean and silently, no louder than a tumble dryer. A full ECDIS was installed onboard, new carpets were laid throughout all guest areas, the spa pool was completely refurbished with all associated parts renewed, and the AV/IT system was both upgraded and updated.

Inside, every marble surface was polished to a radiant finish. The main deck bridge staircase was refurbished, the bridge and stew pantry floors were revarnished along with the bridge doors, and the bridge seats were reupholstered. The master cabin bathroom floor was revarnished and an additional towel rail was installed. The main deck aft fridge and the lower guest cabin safes were replaced. To ensure serene comfort, all air handler bearings were changed out to reduce noise. All lower guest cabin mirrors were replaced, all guest bathroom silicone was renewed, and there were miscellaneous cosmetic wood touchups throughout all guest areas. In the galley, a new steam/convection oven was installed.

On deck, the entire yacht was polished and ceramic coated. All teak decks were sanded, the main deck teak was re-seamed, and the passerelle teak was replaced. The sundeck's loose furniture was renewed, and miscellaneous exterior paint repairs were completed. Anchor bash plates were polished, the anchors and chains were re-galvanized, and a new inflatable slide was added. The Boston Whaler tender received new cushions, was polished, and underwent an overall service.

Engineering highlights include completion of the Lloyd's twenty-year special survey. This encompassed in-depth inspections and surveys of the main engines, gearboxes, generators, and emergency generator, including borescope inspections of all salient parts, with remedial work executed as required, such as replacement of all fuel injectors, thermostatic valves, and engine safety devices. Critical motors and pumps were replaced. The stern tube was serviced with new bearings and seals, and an upgraded shaft grounding device was installed. Main engine mounts were replaced and the drive train realigned. Rudders were serviced with new bearings and seals, and the steering gear was surveyed and serviced with hydraulic hoses replaced. Stabilizers were serviced and their accumulators and suppressors overhauled. Cranes and the refrigeration system were refurbished. All batteries onboard were replaced, all tank sensors were renewed, and all shipside and sea water system valves were replaced. Water makers were refurbished, miscellaneous pipework was replaced as required, the bow thruster leg was serviced, and the bottom was sandblasted before a new barrier coating and antifouling system were applied.

Planned shipyard works for March and April 2024 include replacing the sprinkler system tanks and hot water heaters, completing a full service on the bow thruster motor, replacing the air compressors, renewing the sun deck teak caulking, and upgrading the lighting system.

In 2021 a comprehensive technical reset was undertaken. A complete Zero

Time Major overhaul of the main engines, including the gear boxes, was carried out, along with a complete Zero Time Major overhaul of the port and starboard generators and a complete major overhaul of the stabilizers. Every principal pump aboard was rebuilt. The bottom received full paint with inspection of the running gear and bow thruster. The fore deck crane was removed and repaired, and the NavCom equipment was updated. The galley was renovated with a new floor, new overheads, new cabinet doors, a new cooktop, and a full service of all equipment. There were miscellaneous exterior paint touch ups and a repaint of all overhead deck panels, all cap and hand rails were re varnished, the aft lazarette was re fit, and miscellaneous interior woodwork was refinished.

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.

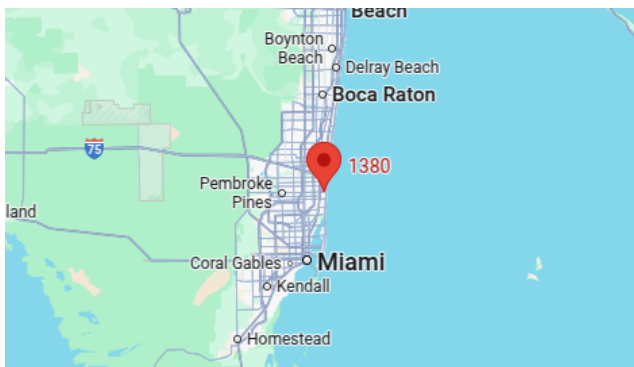
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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