

SPIRIT OF ULYSSES - NORDHAVN



Builder: [Nordhavn](#)

LOA: 76' 0" (23.16 m)

Year Built: 2007

Beam: 21' 0" (6.40 m)

Model: 76

Max Draft: 24' 1" (7.33 m)

Price: \$2,984,577.36 USD Subject to change.

Cruising Speed: 8 Knots (9.21 MPH)

[See full listing on our website](#)

Location: Darwin, Australia

Max Speed: 11.50 Knots (13.23 MPH)

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OVERVIEW

The story of Spirit of Ulysses is written in the miles she has carried, a Nordhavn 76 Forward Pilothouse expedition trawler that has amassed in excess of 100,000 nautical miles. The present owner contributed roughly 20,000 of those miles over three and a half years, and the yacht has been attentively maintained and prepared for continued ocean adventures with meticulous servicing and careful ongoing upkeep.

Propulsion is provided by twin MTU Series 60 400 HP diesels, an ideal pairing that produces composed power, assured handling and commendable fuel efficiency. Her engineering package benefits from a detailed mechanical service history, with recent works and scheduled maintenance fully documented to underpin dependable long-range passages.

The dual-engine configuration yields true redundancy and precise tracking underway, with an engine room of a standard that would rival many larger yachts. Even with twin power, she remains economical and comfortably attains approximately 3,700 nautical miles at 8 knots. Constructed to full CE Category A, she carries the comprehensive inventory expected of a serious passagemaker designed for ocean cruising.

Interior accommodations are generous and well-thought-out, featuring a three-stateroom, three-head layout complemented by a pilothouse watch berth and a convenient day head. Living areas are engineered for safety and serenity, delivering secure, quiet and refined comfort while at sea.

A proven bluewater yacht ready for her next world-spanning voyages, Spirit of Ulysses offers a well-documented cruising record and the credentials of a true explorer—please refer to the journey notes below. Enquire today for more comprehensive information. AUSTRALIAN IMPORT TAX PAID

SPECIFICATIONS

Basic Information

Model Year:
2007

Country:
Australia

Year Built:
2007

Dimensions

LOA:
76' 0" (23.16 m)

Max Draft:
24' 1" (7.33 m)

Beam:
21' 0" (6.40 m)

Speed, Capacities and Weight

Cruise Speed:
8 Knots (9.21 MPH)

Water Capacity:
800 Gallons

Max Speed:
11.50 Knots (13.23 MPH)

Fuel Capacity:
4480 Gallons

Accommodations

Total Heads:
4

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Jeff Leishman

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

MTU

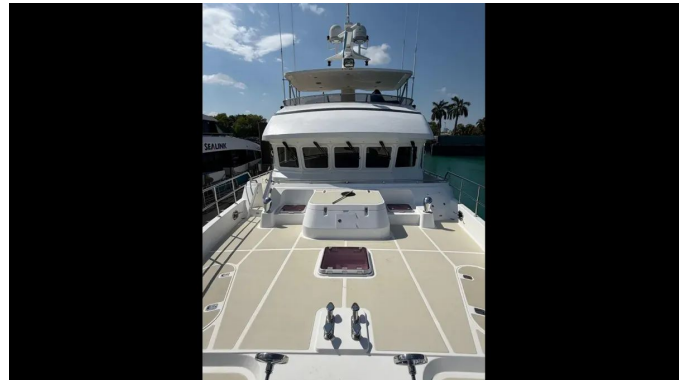
Fuel Type:

Diesel

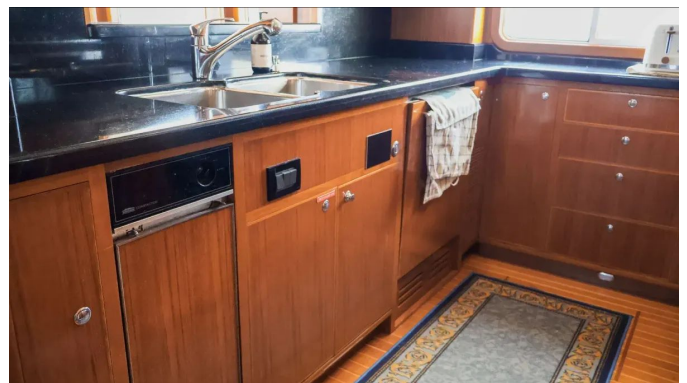
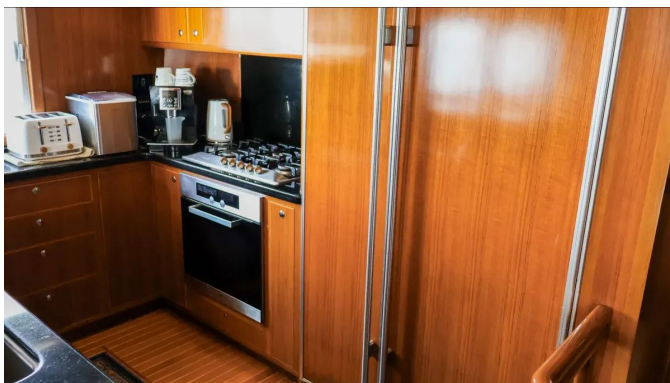
GALLERY



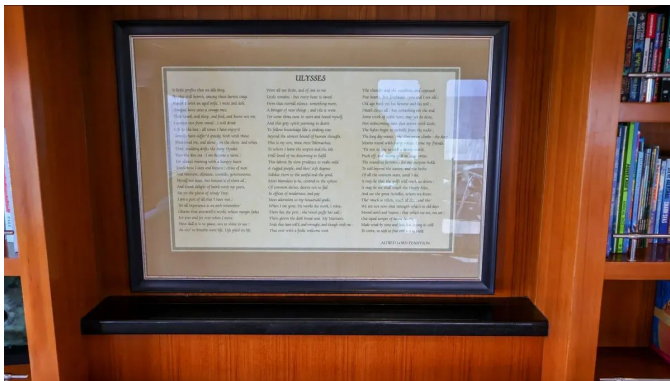




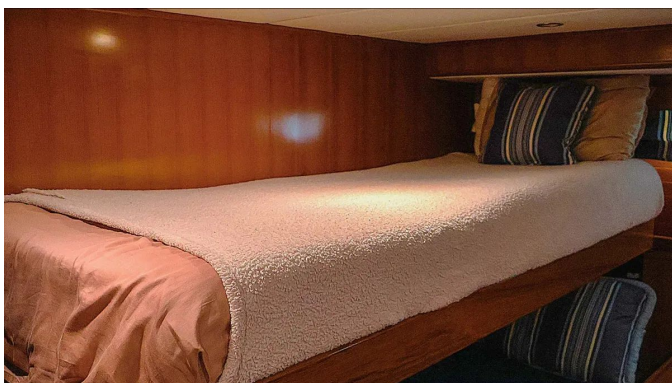


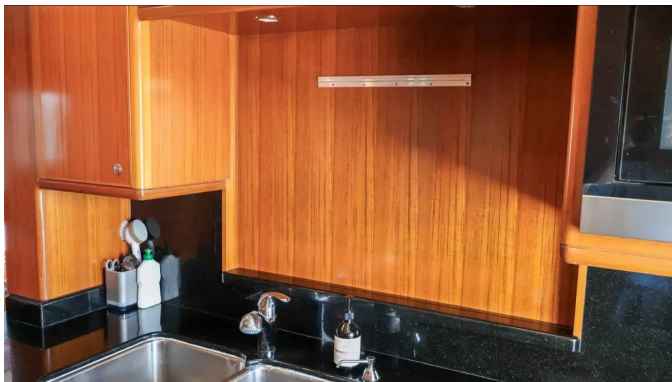
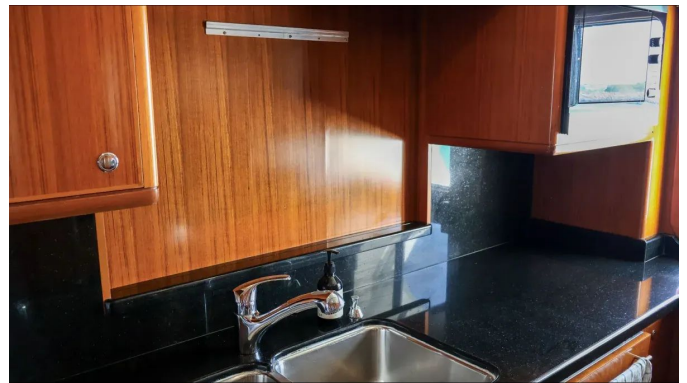




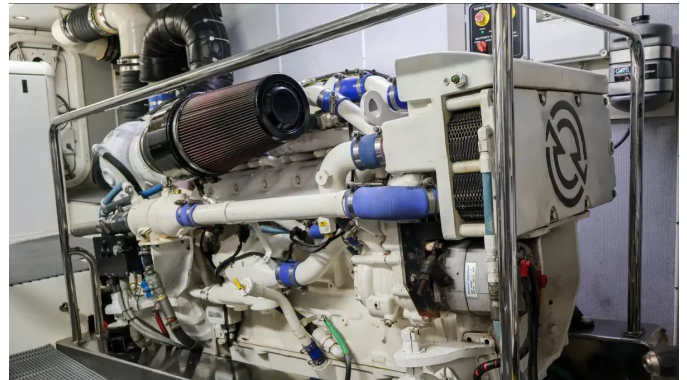












DETAILED DESCRIPTION

Articles about Spirit of Ulysses

A handpicked anthology of features and voyage journals captures Spirit of Ulysses in her element, beginning with a dispatch chronicling her latest explorations at

<https://www.nordhavneurope.com/news/spirit-of-ulysses-embarks-on-new-adventures/>,

an immersive account that lets you accompany her Atlantic crossing virtually at <https://nordhavn.com/nordhavn-76-spirit-of-ulysses-is-crossing-the-atlantic-and-you-can-virtually-join-them/>,

the extensive “rides again” log documenting her return at

<https://nordhavn.com/nordhavn-76-spirit-of-ulysses-rides-again/#log>, and a reflective narrative that honors both the voyage and the vessel at

<https://nordhavn.com/what-a-trip-what-a-boat/>, with additional updates preserved for reference here:

<https://nordhavn.com/nordhavn-76-spirit-of-ulysses-rides-again/#log>.

Recent major mechanical works

During the 2024 haul-out inspection both engine camshafts were replaced, a full main engine service was completed, and the cooling systems were subjected to a comprehensive inspection. Meticulous mechanical stewardship continued into 2025, when all twelve injectors were replaced, valve clearances were adjusted to exacting tolerances, and the twin turbochargers were professionally rebuilt. The main engine coolers were removed, thoroughly cleaned and re-gasketed; the aftercoolers were likewise removed, cleaned and pressure tested, and new water pump housings with internals were installed. To ensure absolute drivetrain integrity the propulsion shafts underwent crack

testing and were finished with new cutlass bearings and new dripless shaft seals.

2024 major haul out

Carried out with meticulous attention to detail at Boat Works Queensland, the 2024 major haul out delivered a complete renewal from keel to superstructure. The hull was returned to bare substrate and the underwater surfaces were expertly faired before a multi-coat Jotun antifoul system was applied. Propellers were removed for comprehensive servicing and subsequently coated with Propspeed. Fuel tanks were inspected and their sight glasses replaced, while the freshwater, blackwater and greywater tanks were opened and given a thorough professional cleaning. New underwater lighting was fitted, hydraulic coolers received full servicing, and all fire systems were inspected and renewed. Every seacock was examined, a detailed grounding survey was completed for reassurance, a new galvanic isolator was installed and all anodes were replaced.

2025 major haul out

In 2025 the yacht underwent a major haul-out during which a meticulous programme of maintenance and upgrades was completed to preserve her performance and elegance. A fresh coat of Jotun antifoul was applied to the hull, both turbochargers were rebuilt, and the main cooler and aftercooler were taken through full overhauls. Thrusters were comprehensively serviced and overhauled, the propellers received precision balancing, and new cutlass bearings together with dripless shaft seals were fitted to the shafts. The crane was fully refurbished, the generator's heat exchanger was serviced and its raw water pump replaced, and new VHF antennas were installed to finalise the scope of works.

Additional upgrades

During 2024 the yacht received a range of significant enhancements, including a new SAT compass and GPS to refine navigational accuracy, new alternators to strengthen electrical reliability, the replacement of the watermaker membrane to preserve optimal freshwater production, and the fitting of a new Atlas inverter control panel for more sophisticated power management. Work continued into 2025 with the addition of an ICOM IC-M604, a bespoke rebuild of an extraction fan together with a spare extraction motor added to the onboard inventory, and the installation of new Viking Gulper greywater pumps to elevate system performance. In 2026 the upgrade programme advanced further with a new Atlas PLC, the installation of a salon TV lift and new salon upholstery, all supported by an ongoing preventative maintenance programme to ensure the vessel remains in peak condition.

Interior

Exquisitely maintained to the most exacting standards, the interior features a refined three-cabin arrangement that comfortably sleeps eight guests, accompanied by a dedicated double watch berth. A carefully conceived utility room and an optional crew-cabin layout incorporate a convenient day head with shower, enhancing onboard comfort and functionality for extended cruising. Worldwide shore-power compatibility is delivered by an Atlas Marine system power converter, enabling electrical plug-in anywhere around the globe, while a direct stairway from the pilothouse to the flybridge provides seamless movement between the vessel's command center and its elevated relaxation area.

Exterior

A refined beige hull finished in matching beige non-skid arocoat, set off by generous teak decking, creates an immediate air of understated elegance, while ABT bow and stern thrusters ensure confident, precise handling when navigating tight harbors. The flybridge is luxuriously arranged with inviting fixed seating and upgraded twin Stidd helm chairs protected by a sleek GRP hardtop, and a Marquipt davit stands ready to launch the accompanying Caribe RIB with effortless efficiency. Entertaining is made simple by a Miele barbecue installed both in the cockpit and on the flybridge, and the cockpit's fixed seating is carefully positioned around a dedicated dining table to foster relaxed, al fresco gatherings.

Saloon

The saloon radiates bespoke sophistication, with fully custom-fitted carpeting underfoot and the warm sheen of teak-varnished cabinetry and paneling lending a polished, inviting atmosphere. To starboard, a dining table set within U-shaped seating provides an elegant space for relaxed entertaining, while to port a custom-made L-shaped standalone sofa, recently reupholstered, offers generous lounging and can serve as a passage berth when required. Entertainment is discreetly concealed: a flat-screen TV rises on a lift (a new lift was fitted in April 2026) and is complemented by a Bose entertainment system. Tailor-made blinds complete the scheme, adding a refined, bespoke finish.

Galley

The galley presents an elegant culinary stage with sleek black granite countertops set against rich all-teak cabinetry and teak flooring, all softened by

abundant daylight streaming through a large galley window. Professional-grade appliances include a Sub-Zero refrigerator with ice maker, a Miele gas hob top, a Miele stainless-steel electric convection wall oven, a Miele microwave oven and a Miele dishwasher, while a Broan stainless-steel trash compactor adds convenient finishing touches. Functional enhancements include a garbage disposal replaced in 2023, and an electric lift system that allows the galley to be discreetly partitioned or opened up to suit the occasion.

Master cabin

Occupying the full width of the yacht, the master cabin is an elegant private retreat centered on a generous king-size double berth finished with a custom-made pocket-sprung mattress. Four large portlights bathe the fully carpeted interior in soft natural light, while built-in bookshelves and a carefully composed dressing table and desk enhance everyday living with understated luxury. Storage is exceptional, with ample cedar-lined hanging lockers and drawers discreetly integrated throughout the accommodation, and entertainment is provided by a bulkhead-mounted TV while valuables are secured in one safe.

Master head

Carefully appointed and finished with black granite countertops, the master head combines sumptuous finishes with practical design. Equipped with a Sealand head for dependable performance, the space also features a mirrored cabinet above the sink that brightens the room while offering discreet storage. An expansive shower cubicle, secured by a hinged glass shower door, affords a luminous and refined retreat for relaxed comfort.

Guest cabin

A centrally positioned double queen island berth is appointed with a custom sprung mattress for exceptional sleeping comfort, while cedar-lined hanging lockers and drawers provide generous, exquisitely finished storage. A large deck hatch fitted with night/day screens allows abundant natural light and ventilation to circulate the space while offering privacy and shade, and the cabin is fully carpeted to enhance warmth and quiet underfoot.

Guest head

The guest head presents an elegant fit-out featuring a Sealand head and sumptuous black granite countertops, with a mirrored cabinet mounted above the sink for discreet storage and added light. A dedicated shower cubicle, equipped with a hinged glass door, ensures private, refined bathing in an atmosphere of understated luxury.

Lower guest/crew cabin

This fully enclosed cabin has been elegantly arranged around two athwartships berths set up as bunks, offering adaptable sleeping configurations for guests or crew. A dedicated hanging locker and integrated drawers ensure clothes and personal items are neatly stowed, while practical work surfaces provide room for charts, a laptop or everyday tasks, creating a refined and highly functional living space.

Utility area

The utility area discreetly accommodates an LG Smart WiFi-controlled washer paired with a separate Miele dryer, both concealed behind bespoke cabinetry

to preserve a pristine, uncluttered interior. Thoughtfully configured for straightforward upkeep, this space also provides direct access to the forward bilge/pump room, the thruster room and the tank compartment, making routine servicing and inspections effortless and efficient.

Crew cabin/day head

Finished for enduring performance and effortless care, the crew cabin/day head showcases dark granite countertops that marry a sophisticated aesthetic with a hard wearing work surface, while a Sealand head is specified to provide clean, dependable operation and straightforward, low maintenance service.

Pilothouse

The pilothouse is anchored by two Stidd-upgraded helm chairs facing a teak-trimmed, 30' destroyer wheel, with navigational instruments and related systems elegantly integrated into the eyebrow and dash panels for assured operation. To starboard a dedicated chart table is positioned above two large chart drawers, providing organized storage and workspace. Behind the helm, a generous lounge set around a high-gloss table comfortably seats five and the table can be folded and lowered to convert into an attractive coffee table. Immediately aft of the seating an inviting double pilot berth provides a restful off-watch retreat with convenient book storage at hand. The layout is completed by interior access to the flybridge and a fully equipped day head.

Exterior and deck hardware

Teak decking runs beneathfoot across the swim platform, cockpit and both the port and starboard side decks, lending a warm, secure surface underfoot. The flybridge is designed for effortless open air cruising, appointed with fixed

seating and a pair of upgraded Stidd helm chairs, each supplied with fitted covers, the whole arrangement having been renewed in April 2025. A sturdy GRP hardtop offers shelter and shade, while a high output spotlight together with deck lighting positioned fore and aft deliver assured illumination after dusk. A conveniently sited refrigerator keeps chilled refreshments within easy reach. Forward on the foredeck, multiple deck boxes and dedicated fender stowage keep equipment neatly tucked away, and fitted, removable cushions convert the space into an inviting lounging area.

Cockpit

The cockpit is conceived as an inviting lounge, with ample seating encircling a high gloss table, each element protected by bespoke fitted covers when fallow. Entertaining is effortless thanks to an integrated sink and a Miele BBQ—each fitted in both the cockpit and on the flybridge—and both areas are served by dedicated 240 volt outlets. Practicality has not been overlooked: direct access to the lazarette locker, a custom deck box for orderly stowage and an elegant set of steps rising to the boat deck ensure everything is to hand. Twin port and starboard doors lead onto an extended swim platform appointed with a swim ladder for easy water access, while stern cockpit windlasses are installed on both sides to facilitate confident handling. Boarding is seamless via a Marquipt folding gangway, and safety is reinforced by two RDF Ocean six man life rafts.

Tenders and davit

Configured to facilitate effortless exploration ashore, the yacht carries a Caribe 5.18 M (17') RIB powered by a 115 HP Yamaha outboard and fitted with new chaps, complemented by a 2025 New 3.2m Highfield Tender equipped with a new 25hp Yamaha. Practical onboard support is provided by an air compressor

with fittings positioned around the vessel and a salt water pressure wash system serving four exterior outlets. Launch and recovery are managed by a Marquipt Atlt 2500 double telescopic davit/crane, which stows to 11'6", extends to 19'1" under full load and offers a lifting capacity of 1590 Kg (2500 lbs).

Anchoring

A Maxwell VWC 4500 hydraulic windlass with band brake, complemented by a Maxwell chain stopper, manages 107 m (350') of 16mm (5/8") stud link chain to deliver secure and controlled anchoring. Twin stainless steel plough anchors, 136 kg (300 lbs), provide confident holding power, while chain counters on both the flybridge and the pilothouse supply precise scope readouts for exact positioning. The hydraulic anchor chain wash system, refreshed with a new wash pump in 2023/24, keeps operations immaculate and reliably efficient.

Machinery and engine room

Twin MTU Detroit Diesel Series 60 main engines provide the vessel's propulsion, each a turbocharged 14 litre inline six rated for continuous duty at 400 hp at 1,850 rpm and coupled to Twin Disk gearboxes; both the port and starboard mains recorded 11,900 hours as of April 2022. Charging is managed by a pair of 24 volt alternators, each rated 175 amps, while fuel filtration is handled by Racor duplex 75 900 MAX units on each engine with an additional transfer filter in line, and rope cutters are fitted for added protection. At a comfortable cruise of 8.0 knots (1,150 rpm) fuel burn is 3.80 litres per nautical mile, with a top wide open throttle speed of 11.5 knots and a calculated cruise range of 4,473 nautical miles, augmented by auxiliary bladder tanks to extend endurance. Full engine management is provided by the DDEC electronic control system with primary stations in the pilothouse and remote

control stations on the flybridge, at the aft deck/cockpit transom to starboard, at both port and starboard wing controls on the Portuguese bridge, and within the engine room. Electrical generation underway and at anchor is supplied by a Northern Lights M1064D 33 kW unit (240/416 VAC, 50 Hz, 3 phase) with 4,700 hours, supported by a Northern Lights M864W 20 kW generator (240/416 VAC, 50 Hz, 3 phase) with 8,000 hours. Climate control is achieved through reverse cycle modular tempering, comprising two Cruisair MTC48DC units each rated at 48,000 BTU/hr for a combined capacity of 96,000 BTU/hr (approximately eight tons), distributed by eight air handlers to all living spaces and complemented by Kabola diesel heating throughout the yacht. The hydraulic system, engineered by ABT and powered via PTO pumps on both main engines, actuates the bow and stern thrusters, stabilizers, anchor windlasses, anchor and chain wash and the emergency bilge pump; stabilization is delivered by an ABT/TRAC 370 digital system equipped with kelp cutters. Manoeuvring thrust is provided by an ABT 50 hp bow thruster and an ABT 38 hp stern thruster, both with proportional controls available at five stations (excluding the engine room). Acoustic comfort has been prioritised through hull damping above the propeller plane and extensive insulation in the engine room—bulkheads and ceiling treated with 7.6 cm of 3M Thinsulate and Soundown panels—together with additional insulation beneath galley and saloon flooring, on engine room hatches and throughout the exhaust system. Fire protection is comprehensive, featuring a full Seafire installation recertified in 2024 with automatic engine room shutdown and automatic discharge in the lazarette and forward bilge compartment, dedicated intake and exhaust blower systems for the engine room and lazarette, and fire/smoke dampers that automatically halt blowers upon Seafire activation. Steering authority is delivered by a dual rudder Kobelt hydraulic system with dual twin arm tiller rams and twin pumps.

Generators

The yacht is fitted with two Northern Lights generators, carefully maintained to deliver dependable, whisper-quiet power whether underway or at anchor; the larger is a Northern Lights 33 kVA unit with approximately 4,600 hours, which has recently undergone a comprehensive service including removal and servicing of the heat exchanger and renewal of the raw water pump assembly, and the companion is a Northern Lights 20 kVA unit with roughly 8,000 hours that has received the same full service, with the heat exchanger removed and serviced and the raw water pump assembly replaced to ensure both units perform reliably.

Hydraulics and stabilization

The vessel's seakeeping is governed by the ABT TRAC Digital Stabilization System, supported by an extensive hydraulic network that energizes the fins and all auxiliary systems including the bow and stern thrusters, the windlasses, the chain wash arrangement and the emergency bilge equipment, ensuring composed handling in all conditions. Recent, meticulous major works attest to careful stewardship: in 2024 the stabilizers received a full overhaul with bearings replaced, rams comprehensively serviced and hydraulic oils renewed, while the fin shafts underwent non-destructive testing (NDT) with no cracking detected. Continuing this programme of preventative maintenance, in 2025 both the bow thruster and the stern thruster were overhauled and fitted with new seals.

Electronics

The pilothouse serves as a refined command center, anchored by a pair of Furuno TimeZero navigation systems installed in 2018 and presenting a full

chart suite updated in 2023 with the sole exception of Alaska, all rendered across four Furuno 19-inch color displays that were also fitted in 2018. Radar coverage is provided by a Furuno DRS12A 12 kW 8-foot open array alongside a Furuno 6 kW 4-foot open array, while a retractable Furuno 360-degree sonar with motion sensor and CH-252 control unit further expands situational awareness. Instrumentation is comprehensive and integrated, featuring Furuno wind instruments, a Furuno RD-30, a Furuno GP39 as a standalone GPS and an additional Furuno GP39 configured as a compass replacement, with safety and traffic data handled by a Furuno FA-1501 AIS receiver and transponder. Steering precision is delivered by twin Simrad AP50 autopilot heads powered by two Acusteer HRP150 autopilot pumps and coordinated through two Simrad J-50 course computers. Communications are thorough, with an Icom IC-M601 VHF, an Icom M605 VHF, and an Icom IC-802 SSB supported by a SAT data outlet, while visual monitoring is provided by cameras in the cockpit, engine room and on a stern-facing deck, complemented by a dual-station camera that serves both the engine room and the aft deck. Connectivity and entertainment are elevated with a KVH TracVision G6 system with multi-switch and a KVH Fleet F55 dome; a VEI computer is tied into the Furuno network for redundancy alongside the vessel's main PC, and conveniently located 12-volt outlets ensure practical power access throughout the pilothouse.

On the flybridge, a single Furuno 15-inch color monitor is paired with B&G H1000 wind instruments, a Simrad AP50 control head and an Icom IC-M604 VHF extension, with both 12-volt and 240-volt outlets available for power on demand. Onboard entertainment is seamless and sophisticated, featuring a Bose Lifestyle 28 system distributed throughout the yacht and flat-screen displays in the saloon and every cabin.

Electrical

The electrical architecture is built around an Atlas Marine Systems model 25K power converter that allows effortless plug in operation wherever you cruise, with a new PLE unit fitted in 2026 to further enhance reliability. Shore integration is refined and flexible: three Outback inverter/chargers, each rated at three kilowatts, convert 24 VDC to 240 VAC at 50 Hz, supported by two 80 amp Victron battery chargers, while two Glendenning shore power retrieval systems—one with a 125 amp cable dedicated to the 240 volt house system—are complemented by a selection of 64 amp and 32 amp plugs and cabling positioned for convenient access throughout the yacht.

Recent Atlas enhancements boost both performance and redundancy, with a second transformer installed and successfully commissioned, an additional spare transformer carried onboard, a new Atlas PLC, and a thoroughly upgraded Atlas control system delivering modernized monitoring and control. The DC network is equally well specified: the house banks consist of sixteen Lifeline AGM 8D batteries at 255 Ah each, renewed in 2023 and covered by a ten year warranty; the pilothouse is powered by a Lifeline AGM Group 31 battery at 105 Ah with its own charger for the 12 volt circuit, replaced in April 2026; main engine cranking is provided by four Lifeline AGM 4D batteries at 210 Ah, replaced in April 2025; and generator starting relies on two Lifeline AGM Group 31 batteries at 105 Ah apiece.

Practical provisioning and serviceability have been carefully considered, with an engine room workbench complete with vise, three Snap On stainless steel tool boxes and a comprehensive Snap On tool set, all supported by a meticulous central bonding network that connects through hulls and machinery. A dedicated owner's manual with full system drawings simplifies maintenance and troubleshooting, and a compressed air system serves the boat deck, cockpit and foredeck for versatile onboard utility. Additional electrical refinements include a galvanic isolator, the 2023 house battery bank

renewal, the pilothouse battery replacement in 2026, and a set of supplementary 64 amp and 32 amp shore power adapters and cabling to ensure compatibility at virtually any berth.

Navigation and communications

The helm is centered on the Furuno TimeZero navigation suite, linked to a comprehensive global chart package that is routinely updated with the most recent data. Enhanced situational awareness comes from dual radar systems, an AIS transceiver and Furuno sonar, while exact positioning is provided by the Furuno GP39 GPS and further refined by an upgraded satellite compass. Long-distance passages are managed by Simrad autopilot systems supported by a redundant navigation computer, and close-quarters maneuvering is aided by both an engine room camera and an aft docking camera. Seamless ship-to-shore and onboard voice communications are delivered by an ICOM IC-M605 VHF, with an ICOM IC-M604 station dedicated to the flybridge.

Plumbing

The fuel installation is arranged for dependability and straightforward maintenance, centered on four FRP baffled main tanks with a combined capacity of 16,654 liters and a 303-liter centerline aluminum supply reservoir that gravity-feeds from the engine room tanks. The supply reservoir sump sits at the system's lowest point and is fitted with an alarm and provisions for manual fuel inspection. Sight glass gauges monitor the two engine room tanks, while the forward tanks were fitted with new sight glass in 2023. An automatic shut-off protects all fuel valves within the engine room, and each main tank is accessible through removable hatches and fitted with internal baffles for thorough cleaning. Fuel transfer is managed via a manifold that permits clean, controlled movement between tanks through a Racor 1000 filter.

Potable water and sanitation are equally well engineered, with two fiberglass water tanks totaling 3,028 liters, each equipped with full inspection hatches and effective baffling and monitored by a Wemac level gauge. Fresh water outlets are distributed throughout the yacht, and long-range autonomy is provided by two Village Marine 800 GPD watermakers, each with a flush system and new membranes installed in December 2023. Domestic hot water is supplied by a 178-liter heater with dual heating elements, and accommodations feature fresh water Sealand Magnum Opus Heads, Model 306. Waste handling comprises one FRP black water tank of 757 liters and one FRP grey water tank of 757 liters.

Dewatering and safety systems provide layered redundancy, beginning with six Par Jabsco pumps rated at 42 lpm, each paired with an "Ultra Senior" 24 volt auto float switch and installed one per compartment. The engine room benefits from two high-water bilge pump systems, Rule 26d rated at 192 lpm, supported by a Rule high-water bilge alarm. Further redundancy is supplied by two Rule submersible bilge pumps, model 16a, with a capacity of 14,000 liters, alongside six manual Edson pumps (one in each compartment). For ultimate assurance an independent hydraulic-drive emergency pump delivers 681 lpm and is plumbed to all compartments.

Water systems

The yacht's water systems are centered around twin Village Marine watermakers, recently refreshed and upgraded with a new remote controller; all membranes have been replaced and every outer filter element renewed, now producing water at approximately 67 ppm. Complementing the watermaker works, the seawater pump has been replaced, the freshwater tanks were opened and cleaned, and the greywater tank has likewise been opened and cleansed with its entry pipework cleared. New Viking Gulper greywater pumps have been installed to complete this comprehensive

servicing.

Air conditioning

The yacht's climate control is anchored by a Cruisair Chilled Water System that has recently undergone extensive works to provide near silent, highly efficient cooling throughout the vessel, creating a serene onboard environment. The A/C circulation pump was rewired and comprehensively overhauled, while the master cabin drain system has been repaired and upgraded to ensure reliable condensate management. A full pump system overhaul has also been completed to secure dependable performance and long term serviceability.

Deck equipment

Engineered for seamless operation and dependable performance, the deck boasts a Maxwell hydraulic windlass anchoring system coupled with a hydraulic anchor wash installation that has been recently enhanced with a newly fitted pump and motor. To ensure secure operation under load, the main bolt on the starboard anchor brake has been renewed. A Marquipt crane makes tender handling effortless, while fresh tender tube covers protect your auxiliary craft when not in use. As evening falls, integrated underwater lighting casts an elegant, inviting glow around the hull, and an upgraded searchlight provides sharper, more reliable illumination when visibility is paramount.

Disclaimer

The particulars for this yacht are provided in good faith; however, their precision cannot be guaranteed and no warranty is given as to the vessel's condition. This yacht is offered subject to prior sale, alteration of price, or withdrawal from the market without notice. Supplied as a courtesy to our

clients, these details are not intended to constitute a formal representation of any specific yacht for sale.

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.

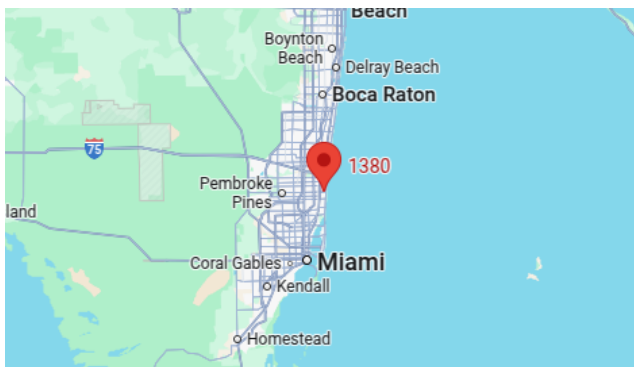
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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