SHESTAKOV
Yacht Sales

GEMBERY - PALMER JOHNSON



Builder: PALMER JOHNSON

Year Built: 1992

Model: Vripack Doggersbank

Price: $2,499,000 USD Subject to change.
See full listing on our website

Location: Fort Lauderdale, United States

Max Speed: 12 Knots (13.81 MPH)

LOA: 90' 0" (27.43 m)

Beam: 22' 0" (6.73 m)

Max Draft: 23' 0" (7 m)

Cruising Speed: 10 Knots (11.51 MPH)

If you would like to buy a yacht **GEMBERY - PALMER JOHNSON** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on **https://shestakovyachtsales.com**

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OVERVIEW

Gembery is a 1992 PALMER JOHNSON Vripack Doggersbank, a 90-foot LOA yacht conceived by the Dutch design house as a true seagoing vessel. Her all aluminum build, commanding pilothouse, and purposeful, classic Proportions project the authority that most production yachts only hint at. With 5,800 gallons of fuel and an approximate 3,000 nautical mile range, she is equally at ease stretching her legs on an ocean passage or settling quietly into a Bahamian anchorage.

Her interior carries genuine warmth and craft. Varnished teak and cherry joinery, teak and holly soles, and broad salon windows draw in natural light. A full beam master and two en suite guest staterooms sleep up to eight, complemented by a formal dining salon, a galley outfitted with Miele and Sub Zero and its own breakfast nook, and expansive flybridge and sundeck areas meant for long evenings under the sky. She was built for owners who live aboard, not just visit.

From late 2024 through August 2026, she underwent a stem to stern refit that modernized nearly every system while preserving her character. The hull received glass blast preparation, a minimum four coat epoxy barrier and four coats of bottom paint, plus fresh topside paint from the waterline to the mast and new non skid throughout. New Michigan propellers were fitted, with Propspeed on all running gear. More than 200 fixtures were converted to LED—including original brass pieces with their patina intact—paired with new dimmers and drivers. The main AC distribution panel was rebuilt, the DC panel refreshed with new breakers, fuses, meters and battery displays, and all battery banks replaced, including eight 8D house batteries as well as new engine, generator, thruster and flybridge batteries. Shore power now runs through two ASEA converters with a new selector, galvanic isolator and twin 100 amp, 100 foot shore cables.

Climate control was re engineered with a new chilled water plant using three 5 ton chillers, five new air handlers serving the flybridge/sundeck and aft deck, and added air conditioning in the engine room. Navigation and comms were upgraded to a networked Garmin glass bridge at both helms, all new mast antennas, Starlink, Pepwave cellular, a new FLIR thermal camera, new VHF units and a new AIS system. Safety and autonomy were bolstered with two new 6 person life rafts, updated 24V emergency lighting, a rebuilt fire/bilge manifold, and a new SeaXchange watermaker with Spotzero.

On deck and inside, the living spaces were refined: a formal interior dining area created in the salon; a new refreshment station with refrigerator, wine cooler and ice maker/freezer; new cushions, isinglass, refrigeration and ice makers on the flybridge and aft deck; all new carpet in the salon and accommodations; new headliners in staterooms and crew spaces; all new Hunter Douglas blinds and window treatments with remote controlled shades in the main salon; and completely renewed head systems, including replacement of all soft plumbing and installation of Dometic MasterFlush macerating heads. Classic in heart yet modern in capability, Gembery stands ready for the next horizon.

SPECIFICATIONS

Basic Information

Model Year:
1992

Country:
United States

Year Built:
1992

Dimensions

LOA:
90' 0" (27.43 m)

Max Draft:
23' 0" (7 m)

Beam:
22' 0" (6.73 m)

Speed, Capacities and Weight

Cruise Speed:
10 Knots (11.51 MPH)

Water Capacity:
1860 Gallons

Max Speed:
12 Knots (13.81 MPH)

Fuel Capacity:
5800 Gallons

Gross Tonnage:
139 Pounds

Accommodations

Total Heads:
6

Crew Cabin:
3

Hull and Deck Information

Hull Material:
Aluminum Yachts

Hull Designer:
Palmer Johnson

Deck Material:
Aluminum

Interior Designer:
Vripack

Hull Configuration:
Full Displacement

Engine Information

Engines:
2

Engine Type:
Inboard

Manufacturer:
Caterpillar

Fuel Type:
Diesel

GALLERY





























































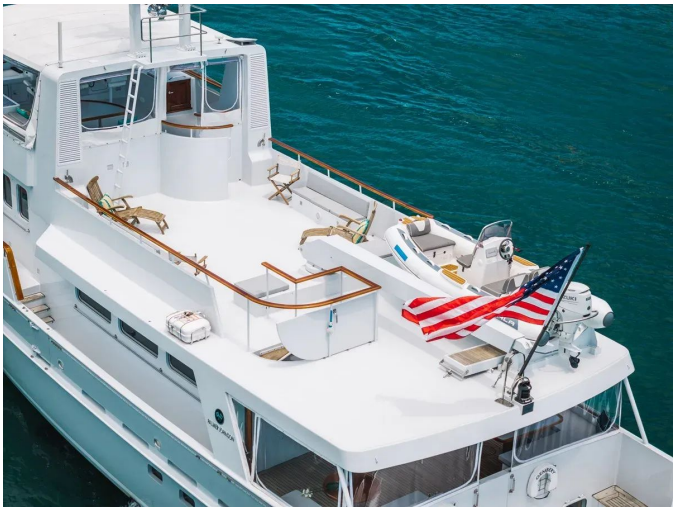




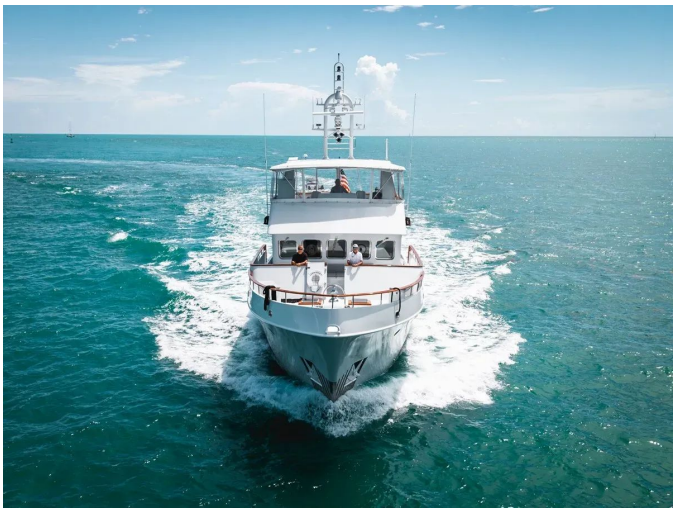


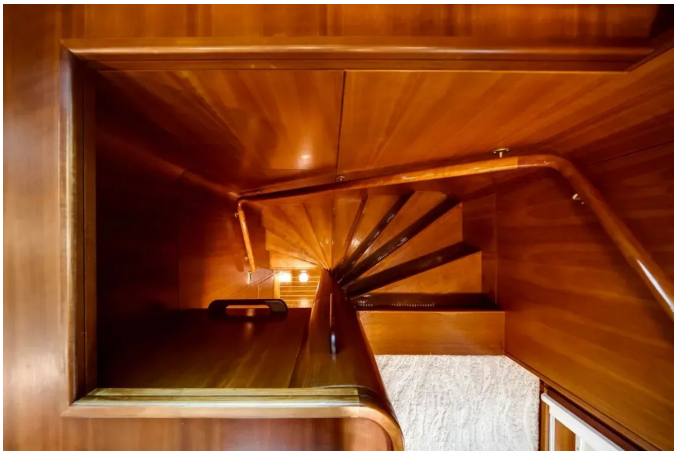


















































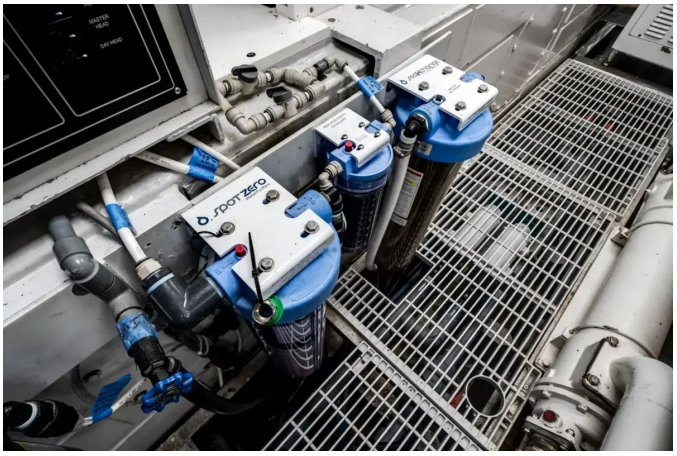






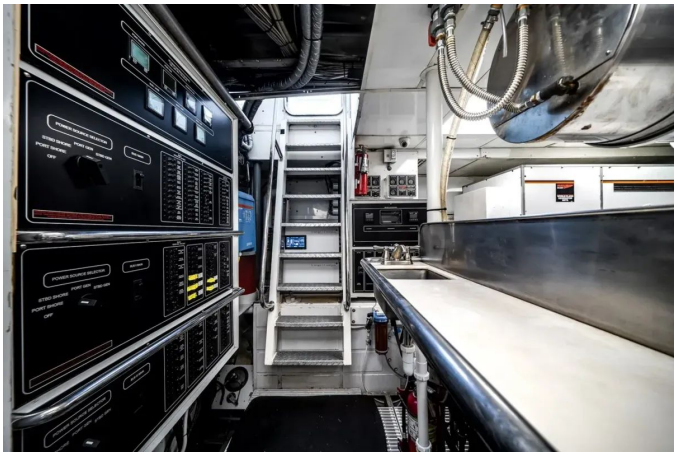





SPOTZERO











DETAILED DESCRIPTION

DESCRIPTION

Gembery, launched in 1992 by PALMER JOHNSON to a Vripack Doggersbank design, is a 90-foot aluminum yacht boasting a commanding pilothouse and the timeless seagoing proportions of her lineage. Her all-aluminum hull, varnished teak and cherry joinery, teak-and-holly soles, expansive salon windows, and traditional exterior lines impart a presence more akin to a genuine merchant vessel than to a production yacht. She carries 5,800 gallons of fuel for a range of approximately 3,000 nautical miles.

Accommodation comprises a full-beam master suite and two en suite guest staterooms, providing comfortable sleeping arrangements for up to eight. Living spaces feature a formal dining salon, a galley equipped with Miele and Sub-Zero appliances and an additional dining nook, plus a flybridge and sundeck designed for long evenings abroad.

Between late 2024 and August 2026 she underwent a comprehensive refit affecting nearly every system: fresh bottom paint and a full repaint from the waterline to the mast; a complete rebuild of AC and DC electrical systems; conversion of more than 200 fixtures to LED; installation of an all-new chilled-water climate plant; and a networked Garmin glass bridge at both helms with Starlink connectivity. The result is a yacht that blends the heart of a classic with the systems of a modern cruiser.

2024–2026 REFIT HIGHLIGHTS

Gembery, a 1992 PALMER JOHNSON Vripack Doggersbank measuring 90 ft LOA, underwent an extensive 2024–2026 refit. The hull was glass-blasted and finished with a minimum four-coat epoxy barrier system and four coats of

bottom paint. New paint was applied from the waterline to the mast, and non-skid decks were replaced throughout. New Michigan propellers were installed and all running gear treated with Propspeed. More than 200 fixtures received an LED conversion, including original brass fixtures modified to preserve their character, and the lighting system was upgraded with all-new dimmers and drivers.

The main AC electrical distribution panel was rebuilt and the DC panel refreshed with new breakers, fuses, meters, and battery displays. All-new battery banks were fitted throughout, including eight 8D house batteries plus new engine, generator, thruster, and flybridge batteries. Two ASEA shore power converters, a new shore power selector, a galvanic isolator, and two new 100-amp, 100' shore cables were installed.

The chilled-water plant was replaced with three 5-ton chillers; five new air handlers were added on the flybridge/sundeck and aft deck, and engine room air conditioning was installed. Navigation and communications were modernized with Garmin glass bridges at both helms, all-new mast antennas, Starlink, Pepwave cellular, a new FLIR thermal camera, new VHFs and a new AIS system. Safety and systems upgrades include two new 6-person life rafts, updated 24V emergency lighting, a rebuilt fire/bilge manifold, a new SeaXchange watermaker and a Spotzero system.

The interior was reconfigured to add a formal dining area in the salon and a new refreshment station with refrigerator, wine cooler and ice maker/freezer. New cushions, isinglass, refrigeration and ice makers were fitted on the flybridge and aft deck. All-new carpet was installed throughout the salon and all accommodations, and new headliners were fitted in staterooms and crew areas. Window treatments were renewed with all-new Hunter Douglas blinds throughout, including remote-controlled shades in the main salon.

All heads were replaced with all-new head systems, all soft plumbing was renewed, and new Dometic MasterFlush macerating heads were installed.

Shestakov Yacht Sales.

SPECIFICATIONS

Gembery, a 1992 Palmer Johnson Vripack Doggersbank, extends to 90 ft in overall length with a 22 ft 1 in beam and an aluminum hull. Naval architecture by Vripack (Doggersbank). The yacht underwent a refit from 2024 to 2026 at Indiantown Marine Center. Cruising speed is 10 knots, with a maximum speed of 12 knots and an approximate range of 3,000 nautical miles at cruising speed. Propulsion is provided by twin Caterpillar D3406-B main engines rated at 380 HP each, driving through Twin Disc MG516 gearboxes with a 2.06:1 ratio. Electrical generation is handled by two Northern Lights units, 40 kW each. Accommodations comprise three staterooms sleeping eight, plus a captain’s cabin and crew quarters that sleep four. Fuel capacity is 5,800 US gallons, fresh water capacity is 1,860 US gallons, blackwater capacity is 930 US gallons, and gray water capacity is approximately 200 US gallons. Shestakov Yacht Sales.

ACCOMMODATIONS

Gembery, a 1992 PALMER JOHNSON Vripack Doggersbank of 90 ft, presents a meticulously arranged full-beam master suite accessed from the salon via a varnished teak stairway with non-skid treads; these steps, located between the salon and galley and from the pilothouse forward, were custom-built at Front Street Shipyard. A teak-and-holly companionway leads to the master and includes an egress opening to the engine room at the base of the steps. To port off the companionway, a utility room houses a linen locker and access hatches to the aft fuel and gray water tanks, while to starboard a small study offers a fold-down desk and seat, a safe, and storm port storage. The master benefits from six opening port lights (two port, two starboard, and two larger

ports in the aft bulkhead opening to the cockpit) with screens and deadlights. A centerline king berth is flanked by built-in bureaus, cubbies and bookshelves, with an upholstered settee outboard to starboard beneath cabinets and cubbies. Additional amenities in the master include a double-door hanging locker, a built-in vanity with mirror and stool, a 55" Samsung TV mounted on the forward bulkhead with storage beneath, and a Garmin C212 remote control unit.

The en suite master head features cherry joinery to match the stateroom, a double vanity with Kohler undermount sinks set in a dark green countertop with backsplash, gold-plated widespread faucets, towel bars and hardware, and full-width mirrored cabinets above the vanity with recessed LED downlighting. A walk-in shower is fitted with a glass door, stone-look tile walls with a mosaic accent band, a brass valve and a combination rain and handheld showerhead. The floor is heated mosaic tile, and two opening port lights provide natural light and ventilation; there is cabinet storage beneath the vanity and a fiddle-railed shelf along the outboard side. The head is fitted with a new Dometic MasterFlush macerating head.

Guest accommodations are arranged off a teak-and-holly companionway accessed via teak steps from the starboard forward side of the pilothouse. Two mirroring twin-berth guest staterooms flank a full-length linen and storage closet. Each stateroom is paneled in cherry and fitted with twin berths with two deep drawers under each berth, a built-in night table with drawers, a full-length half locker and a double-door hanging locker with digital A/C controls, a 22" TV, storage cubbies, two opening port lights with Hunter Douglas shades, LED overhead and accent lighting, a smoke detector, and a custom twin Pullman berth overhead. Each guest stateroom has an en suite head with a tile floor and shower, a cherry vanity with a Corian countertop, gold-plated fixtures, a medicine cabinet, an opening port light, an extractor fan, and a Dometic MasterFlush macerating head.

The captain’s cabin contains a Garmin C212 remote control unit. The crew mess, located directly forward of the pilothouse stairway, includes an L-shaped settee with a hi-lo table, a small galley equipped with a Thermador two-burner cooktop, an Amana microwave and a Magic Chef refrigerator, a 22" TV, bookshelves and an opening port light. Crew sleeping quarters provide single bunk beds in the crew cabin, with en suite captain and crew cabins sharing a shower.

Laundry and service spaces include a professional Miele washer and dryer, a large stainless laundry sink, a central vacuum system with three access points throughout the yacht, a storage pantry and cleaning supply cabinet, and a compact front-loading freezer.

INTERIOR

The main salon of Gembery welcomes guests with expansive windows shaded by new Hunter Douglas remote-controlled shades and a formal indoor dining area. To starboard, recently installed refrigeration amenities include a new refrigerator, a wine cooler, and an ice maker, while new overhead LED rope lighting enhances the ambience. Entertainment is provided by a new 55" TV and a surround-sound system, complemented by Niles music control panels installed throughout the yacht. The seating arrangement features a large L-shaped leather sofa with two swivel chairs.

Teak steps ascend from the forward salon to the galley and dinette, which can be closed from the salon by a door. The re-varnished teak-and-holly sole continues into the galley to port, where two large windows with new shades illuminate the space. The galley is equipped with a Miele 5-burner glass cooktop with fiddle rail and warming zone, a Miele oven, a GE Profile convection/microwave, a KitchenAid dishwasher, and a Sub-Zero full-size refrigerator. Countertops are gray-and-white granite with a deep stainless sink and a new faucet. The dinette to starboard features a blue leather semicircular

settee, a granite-top table, and two stools with new cushions.

NAVIGATION, COMMUNICATIONS AND ELECTRONICS

Gembery, built in 1992 by PALMER JOHNSON as a Vripack Doggersbank, LOA 90 ft, features an array of upgraded navigation, communications and electronic systems. The mast now carries all-new GPS, VHF, AIS and satellite radio antennas, Starlink satellite internet, Pepwave cellular data with external Wi Fi antennas for marina connectivity, a new FLIR thermal camera, a new weather antenna, and LED bulbs in the spotlight.

At the flybridge helm, two Garmin GPSMAP 8617 displays accompany a Garmin GMR 1204xHD radar, BlueNet 20 and BlueNet 30 gateway network equipment, and a Garmin GMI 20 instrument display. Two Garmin GPS 24xd antennas (NMEA 2000), Garmin C212 controls, a new Icom IC M510 VHF with command microphone in the pilothouse, Simrad AP50 autopilot, ZF main engine controls, Simrad jog lever steering, Naiad stabilizer controls, and bow and stern thruster controls are all integrated. The flybridge electronics are completed with new switches, gauges and a dash panel, plus a dedicated Victron charger and an Odyssey Thin Line AGM battery bank.

The pilothouse/lower helm houses two Garmin 9219 19" MFDs (the port display also serving the ship’s computer), a Furuno radar with video input to the Garmin network, a Garmin GSD 24 sounder module and MSC 10 satellite compass, two Garmin GMI 20 displays, a new VHF and an updated overhead main engine gauges. A new dash piece, layout and power distribution enhance operation, while ZF electronic engine controls, Simrad autopilot components including tiller, jog lever and binnacle, thruster and Naiad stabilizer controls provide precise handling. An annunciator alarm system covers bilge, fire, running lights, day tank and sump tank, and Northern Lights generator start/stop and preheat panels support reliable operation. A Garmin dedicated

charging station with USB and an HP desktop ship's computer complete the crewed command center.

Communications equipment includes Starlink satellite internet, Pepwave cellular and Wi Fi data, a modern onboard Wi Fi network with five access points, new VHF radios at both helms, and a new AIS.

MACHINERY AND ENGINE ROOM

Gembery, built in 1992 by PALMER JOHNSON as a Vripack Doggersbank, LOA 90 ft, features twin Caterpillar D3406-B main engines, each rated at 380 HP, paired with Twin Disc MG516 gearboxes and a 2.06:1 reduction. Propulsion is enhanced by two new Michigan Wheel 42-inch DynaQuad four-blade bronze propellers. Stabilization is provided by Naiad stabilizers, updated with new shafts, seals, and bearings. Maneuvering is assisted by a SidePower 60 HP hydraulic bow thruster and a SidePower 20 HP stern thruster.

Electrical and auxiliary systems include two Northern Lights generators, each 40 kW; two ASEA shore power converters offering 36 kVA each (72 kVA total); and a new shore power selector with galvanic isolator. Climate and fresh water systems comprise a chilled-water plant with three 5-ton chillers, fitted with new drives, cables, manifolds, plumbing, and controls (two new zones added); a new SeaXchange watermaker and a new Spotzero water system; two stainless steel water heaters with new elements; and engine room air conditioning complemented by new overhead LED lighting.

Hydraulic and fuel systems have been retained and refurbished as noted: the hydraulic system now features refurbished coolers, a new suction manifold and valves, and a new fuel transfer pump and plumbing. Exhaust is managed by a DeAngelo main exhaust system. Pumps installed include a main A/C bilge/fire pump, a Gilkes hydraulic fire/bilge pump, two replacement DC bilge pumps, and a DC shower sump pump. Additional engine room provisions include an air compressor and a workshop area equipped with a Snap-On

toolbox and hand tools, sliding worktops over the engine rails, a stainless sink, and a vise.

ELECTRICAL

Gembery, built in 1992 by PALMER JOHNSON as a Vripack Doggersbank, measures LOA 90 ft. The electrical installation comprises 110V/240V AC and 24V DC systems. The main AC distribution panel has been refurbished and fitted with new breakers, meters, overlays and generator/shore selector switches. The DC distribution panel features new fuses, breakers and battery displays, with a subpanel in the pilothouse. Two Mennekes 100-amp three-phase shore power inlets are installed—one forward weatherbreak and one aft—with two new 100 amp, 100' shore cables supplied, including new connectors, plugs, adapters and a pigtail. Battery inventory includes eight new 8D house batteries, new main engine and generator batteries, new Odyssey AGM thruster batteries installed with a new box and hold down, and an Odyssey Thin Line AGM flybridge bank. A Victron 24V 5,000W inverter/charger is installed. Over 200 fixtures have been converted to LED with new dimmers, drivers and low voltage DC transformers, and the 24V emergency lighting has been updated.

DECK SPACES

Gembery, a 1992 PALMER JOHNSON Vripack Doggersbank, LOA 90 ft, presents a flybridge and sundeck featuring a fixed anodized aluminum frame soft-top with a new isinglass enclosure, three pedestal helm and companion chairs, and three new air handlers (one 32,000 BTU and two 18,000 BTU). The wet bar is equipped with a new sink, Corian countertop, faucet and drain, plus a new refrigerator and ice maker. A newly installed seating area with storage and new cushions and covers is found throughout. The deck offers an integrated radar

arch and folding mast; the sundeck displays painted non-skid and a custom articulating dining table finished in Corian with varnished teak edges, eight folding chairs and two steamer chairs. Ventilated deck lockers hold seat cushions and marine speakers. New LED courtesy lighting is fitted, including the stairway from the helm to the flybridge. A Nautical Structures davit, 3,000 lb capacity with extension boom, is installed with new motor wiring.

The aft deck is teak surfaced with updated seating, two new air handlers and new isinglass. A newly built bar includes a new ice maker, refrigerator and a glass-backed storage cabinet for glassware. A curved stairway with a varnished teak handrail leads up to the sundeck.

The aft cockpit and lazarette reveal teak removed and refinished in non-skid, a new Corian countertop and faucet, re-varnished stair railing and doors, and new hinges and latches on storage and the lazarette, which houses the steering gear, spare props and shaft.

The swim platform features a new 2" 316 stainless steel staple railing, new non-skid and a nameplate, along with a new hot and cold freshwater shower.

Side decks are painted non-skid with waist-high bulwarks and varnished teak handrails on stainless stanchions. A new recessed drain system with grille is fitted, together with new LED courtesy lights and new overhead lights at the walkway and pilothouse door. Wing doors open from the aft deck, engine room access is via the starboard fiddley, and there are bulwark boarding doors plus a Tide Ride boarding ladder. Two fuel fills and two water fills are provided with single-point CamLock fueling.

The weatherbreak and foredeck include built-in seating with storage, a pump-out fitting and a freshwater hookup. Refinished dunnage boxes have new courtesy lights; new covers and new mesh window covers are fitted throughout. A Freeman hatch provides access to the chain locker and forepeak. Anchoring equipment comprises a Maxwell 5000 windlass with two horizontal gypsies and a vertical warping capstan, two Pool-N 200 lb galvanized

Navy stockless anchors in steel-lined pockets with 300' of chain to starboard and 500' to port, and a Spotzero clean-water washdown at the windlass with fire hose and freshwater washdown hookups. Stainless bollards, cleats and fairleads are fitted, and a ship's bell is aboard.

SAFETY AND SECURITY

Gembery, a 1992 PALMER JOHNSON Vripack Doggersbank, 90 ft LOA, is equipped with two new six-person life rafts featuring fresh cradles, hold-downs and hydrostatic releases. Safety gear comprises eight immersion suits, three EPIRBs, a fully stocked ditch bag, fifty Offshore Elite life jackets and four horseshoe lifebuoys, along with a flare kit, two first-aid kits and two compact oxygen tanks. The vessel is partitioned by five watertight bulkheads and comes with a complete set of porthole covers.

Fire suppression in the engine room is provided by Halon 1301 with automatic shutoffs on mains, generators and fans. The firefighting system has been rebuilt to include a new manifold and valves, two fire mains and two freshwater fire mains, sixteen handheld extinguishers and smoke detectors distributed throughout. An updated AIS system is installed, and CCTV coverage spans the aft deck, engine room and includes a FLIR camera. Shestakov Yacht Sales.

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.

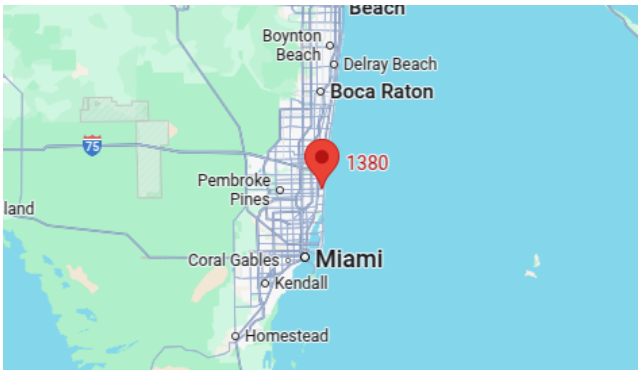
For more information and to view available yachts, you can visit the company's official website: https://shestakovyachtsales.com

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