

## NGONI - ROYAL HUISMAN



**Builder:** [ROYAL HUISMAN](#)

**LOA:** 190' 0" (58 m)

**Year Built:** 2017

**Beam:** 31' 0" (9.50 m)

**Model:** Custom Dubois 58m

**Min Draft:** 17' 5" (5.30 m)

**Price:** \$45,255,783.33 USD Subject to change.

**Max Draft:** 26' 7" (8.10 m)

[See full listing on our website](#)

**Location:** Palma, Spain

**Cruising Speed:** 12 Knots (13.81 MPH)

**Max Speed:** 17 Knots (19.56 MPH)

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# OVERVIEW

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Based in Palma, Mallorca. Available to view during the Palma Superyacht Show (29 April – 2 May).

This is a rare and thrilling chance to secure the late Ed Dubois's final design and commission. Built by Royal Huisman and launched in 2017, NGONI stands among the most dramatic and visionary luxury sailing yachts ever created. Her assertive plumb bow, signature reverse sheer, expansive glass deckhouse, cascading aft beach terraces and a 71 m (232 ft) carbon mast make an unforgettable statement. With the lifting keel lowered to 8.1 m this high-performance sloop is ferociously fast, its pace amplified by the yacht's low silhouette and sleek, uncluttered decks.

One of the world's largest single-masted sailing superyachts with genuine wow factor, NGONI offers guest accommodation exquisitely conceived by Rick Baker Ltd. In 2024 she underwent a major refit to expand living space: the gym was transformed into a sumptuous twin-berth cabin with ensuite bathroom, and a single-berth sofa bed has been incorporated into the owner's office.

# SPECIFICATIONS

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## Basic Information

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**Model Year:**  
2017

**Country:**  
Spain

**Year Built:**  
2017

## Dimensions

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**LOA:**  
190' 0" (58 m)

**Beam:**  
31' 0" (9.50 m)

**Min Draft:**  
17' 5" (5.30 m)

**Max Draft:**  
26' 7" (8.10 m)

## Speed, Capacities and Weight

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**Cruise Speed:**  
12 Knots (13.81 MPH)

**Water Capacity:**  
2641.72 Gallons

**Max Speed:**  
17 Knots (19.56 MPH)

**Fuel Capacity:**  
8006.26 Gallons

**Gross Tonnage:**  
396 Pounds

## Accommodations

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**Crew Berths:**

9

## Hull and Deck Information

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**Hull Material:**

Aluminum Yachts

**Hull Designer:**

Ed Dubois

**Deck Material:**

Aluminum

**Interior Designer:**

Rick Baker

**Hull Configuration:**

Monohull

## Engine Information

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**Engines:**

1

**Engine Type:**

Inboard

**Manufacturer:**

MTU

**Fuel Type:**

Diesel

# GALLERY









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# DETAILED DESCRIPTION

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## Specifications

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A unique and exhilarating opportunity awaits in the acquisition of the late Ed Dubois's final design and commission. Built by Royal Huisman and launched in 2017, NGONI stands as one of the world's most striking and innovative yachts, defined by a purposeful plumb bow, distinctive reverse sheer, a full glass deckhouse, and a cascading tiered beach deck aft. Her seventy-one metre (two hundred thirty-two foot) carbon mast, lifting keel that extends to 8.10 m, and low-profile, sleek, uncluttered deck culminate in breathtaking performance. As one of the world's largest sloops, she delivers a remarkable sense of occasion, with guest accommodation beautifully styled by Rick Baker Ltd. In 2024, NGONI underwent a significant refit that expanded on-board accommodation: the gym was replaced with a luxurious twin-berth cabin and en suite bathroom, and a single-berth sofa bed was added to the owner's office.

This 58 m sloop with lifting keel bears the name NGONI and was conceived by Dubois Naval Architects, who also shaped the exterior styling, while the interior was designed by Rick Baker Ltd. Project management was by Godfrey Cray Maritime Ltd., and construction was completed by Royal Huisman in the Netherlands. Delivered in 2017, she is British (Jersey) registered, with VAT not paid.

Her dimensions underscore her commanding presence: length overall 58.15 m (190.3 ft); length on the waterline 51.20 m (167.9 ft); maximum beam 9.54 m (31.3 ft); draft keel up 5.30 m (17.4 ft) and down 8.10 m (26.2 ft); displacement 353 tons (778,231 lbs); maximum air draft 75 m (246 ft); gross tonnage of 396; and a hull speed of 17 knots. Classification is Private Pleasure Yacht with Lloyd's Register 100A1, SSC, YACHT, MONO, G6, LMC, UMS LY3 (MCA).

Her hull finish is the Alexseal Yacht Coatings "Claire de Lune" with grey hull

paint RAL 7035, protected by Jotun black antifouling. Construction features an all aluminium hull and deck, utilising 5083 H321 for hull and deck plating, "Alustar" 5059 H321 for high loaded areas, internal structure and profiles, and "Alustar" 5059 H112 for extrusions. The lifting keel is a hydraulically operated T style system by Brandjes with a 2.80 m (9.2 ft) stroke.

Propulsion is provided by an MTU 8V2000M72 rated at 720 kW (966 hp) at 2250 rpm with 1B rating for high load factors, driving through a ZF 3310 gearbox to a Hundested VP10 controllable pitch propeller. The propeller spans 1,600 mm and carries four blades. She boasts a cruising range of 4,000 nm at 12 knots, with main engine hours of 8,388 as of January 2026. Electrical generation comes from two Northern Lights M 1064A units at 70 kW each, with hours recorded at 9,161 and 13,742 in January 2026.

Tank capacities are engineered for extended autonomy: fuel totals 30,307 litres (8,006 USG) distributed across seven tanks; fresh water capacity is 10,000 litres (2,641 USG); and waste water capacity is 7,000 litres (1,849 USG). The custom fuel system by Royal Huisman incorporates a Facet fuel separator, a Gianneschi tender fuel pump for tender refuelling, and a Flexibimec hose reel. Waste water is processed by a Hamann HL Cont PLUS 02 Slim sewage treatment plant with a capacity of 5,200 litres (1,373 USG) per day, while fresh water production is handled by an HEM 30/3400 water maker delivering 13,000 litres (3,434.24 USG) per day. A Royal Huisman central bilge system is complemented by an RWO Veolia OWS COM oily water separator rated at 0.1 m<sup>3</sup>/hr.

Dockside finesse and close quarters control are assured by Hydrosta thrusters forward and aft, each rated at 110 kW. Ground tackle is engineered for serious cruising and seamless deployment, featuring an underwater anchor system on the centreline, arranged fore and aft of each other, powered by two hydraulic anchor winches by Steen. Each anchor is served by 178 metres of chain, and holding power comes from two Manson anchors, type Pool N, at 380 kg (838

lbs) apiece, secured by two Rondal anchor stoppers.

Her steering integrates the purity of a manual system without power assistance with the precision of a hydraulic steering system, directed by a Simrad autopilot. Authority at the blade is delivered by a Rondal balanced carbon composite spade rudder measuring 6.95 m<sup>2</sup> (75 ft<sup>2</sup>). Onboard comfort is crafted through comprehensive insulation—thermal and acoustic insulation in accommodation spaces via Melamine foam; fire protection insulation in the galley, engine room and around the petrol locker via Isover mineral wool; and anti drumming applied on the engine room (ER) bulkhead and ventilation, above the propeller, and outside ER ventilation. Safety is further elevated by a Royal Huisman seawater fire fighting system and a FirePro fire extinguishing system for the engine room. Hydraulic power is delivered by the Royal Huisman / Parker main hydraulic system, while pneumatic services include a Junair OF1201 air compressor, Junair CRDC54 air dryer, a Kahlenberg air horn, and a Bauer Mariner 250 E diving compressor.

Climate control is via an HVAC MAR IX system with chiller units providing 307,000 BTU (90 kW), fancoils, and a fresh air system. The electrical architecture is a 230/400 VAC, 50 Hz parallel three phase and single phase system with a main switchboard featuring power management and paralleling, an emergency power system comprising two sets of two starting batteries and one set of two radio batteries, and a 60 kVA shore converter. Key systems are supplied by Tijssen Elektro, Alewijnse, Eekels, Valence, and Victron.

Navigation is comprehensive with B&G H5000, two Furuno radars, Furuno chart plotters, MaxSea and GPS, Furuno AIS, a Sailor gyro compass, Alpha Minicourse, a Navtex weather receiver, Sailor Satcom C, a Sailor echosounder, and the Furuno FE 800. Communications include VHF transceivers, two SSB transceivers by Sailor, the Sailor 6381, Sailor 800 VSAT, and Sailor 90 TVRO.

Accommodation is refined and flexible, sleeping eight guests in four large staterooms, plus one converting berth in the owner's office. The suite

arrangement comprises a sumptuous owner's master aft, a double VIP guest cabin forward to starboard, a twin guest cabin forward to port, and a new twin guest cabin to starboard in lieu of the former gymnasium. Crew live comfortably across nine berths in six cabins—captain's cabin, two single berth cabins, and three twin bunk cabins—with all crew cabins en suite.

Entertainment and control are orchestrated through a Kaleidescape audio and video system, Samsung UHD TVs, and Apple RTI room control, while systems oversight is centralised via the Royal Huisman Alarm & Monitoring system. Culinary and service spaces are equipped with appliances from Miele, Foster, Vitrefrigo, Liebherr, and Hoshizaki. Cold chain capability is provided by a Frigonautica custom cold store, supported by a cooling system with Foster refrigerator and freezer boxes.

The interior, designed by Rick Baker Ltd., earned "Best Interior" at the 2018 International Superyacht Society Awards of Distinction during the Fort Lauderdale Boat Show, and was manufactured in house by Royal Huisman to match the contemporary vision. Walls and furniture showcase special finished surfaces, Tabu and Alpi veneers, with Wengé door frames, skirting, and floors. Crew areas reflect Royal Huisman's standard styling with white HP laminate walls and furniture accented by oak details, and floors in Amtico. Upholstery craft includes ceiling panels, sofas, blinds, and curtains by Zijlstra; furniture and wall panels, headboards, and leather work by Cools Upholstery; and a deckhouse sofa and loose chairs by Francis Sultana, with carpets and finishes by M. Ronson Contracts Ltd. Exterior cushions and mattresses are by Telstar Marine. Interior lighting plans and armatures are by The Light Corporation, with special finishes by Officina Coppola and Page Lacquer, a hand painted marble shower door by Davique, and custom door handles by J.C. Birtles. Boarding and tender handling are effortless thanks to a Nautical Structures deck crane, a Royal Huisman hydraulic boarding platform, a hydraulically operated side gangway by Cramm, and a Cramm passerelle and bathing

platform—hydraulically operated—with a carbon fibre passerelle featuring self levelling steps and platform. Deck hardware is a showcase of custom engineering, with below deck hardware by Rondal, custom deck hardware by Harken, Rondal custom flush deck hatches, and a Royal Huisman custom waste locker. The winch package features Rondal captive reel winches with electrically driven variable speed feeders, complemented by Harken drum deck winches.

A towering seventy one metre (two hundred thirty three foot) Rondal carbon fibre mast with halyard locks and an internal tang system pairs with a twenty four metre (seventy nine foot) style to order performance furling carbon boom by Rondal. An auto attaching and detaching mainsail square top gaff batten enhances handling at the peak. Composite continuous standing rigging is by Carbo Link, with a Doyle running rigging package completing the high performance specification.

The sail wardrobe is by North Sails and includes a 3Di mainsail, a 3Di furling jib, a Code Zero, an A2 spinnaker, and a 3Di staysail delivered new in June 2024. Sail areas are formidable: mainsail 853 m<sup>2</sup> (9,182 ft<sup>2</sup>); blade 687 m<sup>2</sup> (7,395 ft<sup>2</sup>); solent 305 m<sup>2</sup> (3,283 ft<sup>2</sup>); code 1,097 m<sup>2</sup> (11,808 ft<sup>2</sup>); gennaker 2,240 m<sup>2</sup> (24,111 ft<sup>2</sup>); with total upwind area of 1,950 m<sup>2</sup> (20,989 ft<sup>2</sup>) and total downwind area of 3,093 m<sup>2</sup> (33,293 ft<sup>2</sup>). Rig dimensions measure I = 66.00 m (216.5 ft), P = 63.78 m (209.3 ft), E = 20.30 m (66.6 ft), and J = 19.95 m (65.5 ft). Tender operations are equally well considered, with a Williams 565 DieselJet tender housed in a recessed bow garage and a crew tender—Bombard Commando C3—powered by a 15 hp outboard.

# CONTACTS

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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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