

## NN — NEDSHIP



**Builder:** [Nedship](#)

**Year Built:** 2012

**Model:** Cruising/Racing Sailboat

**Price:** PRICE ON APPLICATION

**Location:** Turkey

**LOA:** 101' 1" (30.80m)

**Beam:** 23' 0" (7.00m)

**Max Draft:** 13' 2" (4.00m)

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# SPECIFICATIONS

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## Overview

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The Nedship 101 cruiser/racer is designed with the specification, features and classification by Sailing yacht experts Andre Hoek design - and provides a sophisticated and unique entry into superyacht ownership. This project offers a high professional design and perfect construction by Nedship, who delivered the past 25 years over 350 vessels to the world market.

The 101 offers more volume and a lighter displacement on comparing yachts on the market this size.

Using Composite materials as Epoxy and Carbon, the 101 will achieve great success in competitions and will be the attraction in each marina.

The standard accommodation layout offers four guest rooms forward and three crew cabins aft.

A raised saloon offers a panoramic view and leads forward and down to a more intimate lounge and separate dining area. Aft of the main living area is the crew mess, galley and three crew cabins.

A second layout solution offers the guest accommodation in the aft section and the crew in the forward areas.

The Project already has started so that a delivery is more advanced.

Warranty 5 years.

## Basic Information

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**Category:** Cruising/Racing Sailboat

**Model Year:** 2012

**Year Built:** 2012

**Country:** Turkey

## Dimensions

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**LOA:** 101' 1" (30.80m)

**Beam:** 23' 0" (7.00m)

**Max Draft:** 13' 2" (4.00m)

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## Speed, Capacities and Weight

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**Displacement:** 152000 Pounds

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## Accommodations

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**Total Cabins:** 4

**Total Berths:** 8

**Crew Cabin:** 3

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## Hull and Deck Information

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**Hull Material:** Composite

**Interior Designer:** Hoek Design Naval  
Architects

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## Engine Information

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**Engines:** 1

**Manufacturer:** Perkins

**Model:** or Volvo

**Fuel Type:** Diesel

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# DETAILED INFORMATION

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## Accommodations

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The standard accommodation layout offers four guest rooms forward and three crew cabins aft. A raised saloon offers a panoramic view and leads forward and down to a more intimate lounge and separate dining area. Aft of the main living area is the crew mess, galley and three crew cabins. A second layout solution offers the guest accommodation in the aft section and the crew in the forward areas. The Project already has started so that a delivery is more advanced. Warranty 5 years.

## Deck Equipment

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- a) Deck hatches/skylights and deckhouse are specified in Chapter XIII, 'Wood Joinery Exterior'.
- b) Steering equipment on deck is specified in Chapter III, 'Steering Gear'.
- c) Anchor & mooring equipment on deck is specified in Chapter VII.2, 'Anchor & Mooring System'.
- d) All deck equipment will be of common general look.
- e) Deck castings, fittings and winches to be stainless steel.
- f) Vent cowls to be painted white on the inside, polished stainless steel on the outside.
- g) All deck gear to be bedded with 3M 5200 or equivalent.
- h) All high-load deck gear bedded on teak shall have a G-10, or similar, insert to the deck replacing the teak.
- i) Where stainless steel bolts are in contact with anodized aluminum, there shall be applied a 3M anti-corrosion isolating compound (yellow paste).

### I. 1 Deck Hardware Specification

- a) All deck gear shall be supplied by Lewmar Marine, and will be from their stainless steel range.
- b) All winches (except 77 alloy bases) have stainless steel drums and bases with grey anodized alloy self-tailing jaws.
- c) Feeder arms on 88 winch series are stainless.
- d) Provision for sheet collection boxes close to the primary winches.

### I.1.1 Mainsheet Traveller

- a) Size 4 Mainsheet track 3,25m,
- b) Size 4 Mainsheet car, 2 up stand control line dead eye,
- c) Size 4 Control line end stop, 1 cl. & beackets,
- d) Size 4 Mainsheet fork dead end to go one end stop.

### I.1.2 Mainsheet Blocks

- a) 130mm SS Single Shackle,
- b) 155mm SS Single Shackle,
- c) 155mm SS Single Foot block, wide-sheave mainsheet.

### I.1.3 Aft Foot blocks

- a) 105mm SS Double Wide-sheave Foot block,
- b) 155mm SS Double Foot block Genoa sheet.
- c) 155mm SS Double Foot block Staysail sheet.

### I.1.4 Blocks at the Mast

- a) Size 6 SS Pad-eye, removable,
- a) 130mm SS Single Swivel-eye.

### I.1.1 Staysail

- a) Size 4 drilled track, 2x 2,6m
- b) Size 4 car, slide rod plunger, 2x
- c) Size 4 105mm SS Double Wide-sheaved foot block
- d) Size 4 simple end stops.

### I.1.2 Outboard Genoa System

- a) Size 4 drilled plunger Track 3.6m,
- b) Size 4 Genoa Car, slide rod plunger,
- c) Size 4 105mm SS Double Wide-sheaved foot block

d) Size 4 simple end stops.

### I.1.3 MPS System

a) Size 4 Shackle plunger car on outboard track,

b) 130mm SS Single & Becket shackle,

c) Size 6 pad-eye, removable,

d) 130mm SS Single & Becket swivel-eye.

### I.1.4 Winches

a) Primaries 2 x 11 1/3 SHST,

b) Mainsail 2 x 8 8/3 SHST,

c) Runner/mooring 2 x 8 8/3 SHST

d) Mast winches 2 x 8 8/3 SHST,

2x 7 7/3 SHST

e) Main Halyard LMS 600.

### I.2 Deck Hatches General

a) Deck hatches shall be Lewmar, polished type, except for the aft Lazarette, over the dinghy, on the side deck for engine room access and the flaps over the anchor chain gully which shall be built by the Builder or his supplier.

b) All Lewmar hatches to have sliding black-out screens and mosquito screens.

c) All shipyard built hatches will include deep drains and guttering, the lid will bed down on a rubber seal using flush hinges and winch handle locking mechanisms.

d) Lazarette hatch to hinge outboard to 90°, supported by gas rams.

e) Dinghy garage hatches to be built lightweight yet rigid.

f) The inside base lining of the dinghy locker shall be lined with a soft rubber mat..

g) Storage lockers outboard of dinghy locker shall be self-draining.

h) The port storage locker shall stow a filling line for the seawater pool and an inflation/deflation air line for dinghy and fenders.

i) The flush teak-covered engine room deck-access hatch on the port and starboard side shall have two (2) locking dogs.



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# Hull

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## General

- a) The hull will be constructed of pre-soaked epoxy-coated fibers on a pvc foam core strip as specified in Chapter I.1 before.
- b) The hull will be pre-heated prior to the application of the initial resin application.
- c) After finishing and completing all the structure, the hull and decks will be post-cured at the specified temperatures given by the resin manufacturer in order to obtain a TG of 85° C. A record of post-curing will be supplied and then approved by the Supervisor and Architect as well as the classification society.
- d) Limber holes will be provided to allow for generous drainage under all conditions of trim.
- e) Hull fittings strengthened panels for all skin fittings.
- f) There will be a 4mm recessed caveat strip as a cove line.

## Hull Shell

- a) The hull shell scantlings are according Class approval

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# Electrical System

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## I. 1 General

- a) The electrical power supplies on board are based on:
  - generator power 220/380 VAC/50 Hz,
  - shore power 220 VAC/50 Hz,
  - 24 VDC battery banks.
- b) All electrical equipment, wiring, cables, fixtures and the complete installation to be in accordance with good practice and workmanship as is applicable on board of top quality sailing vessels.
- c) RINA standards will be used as guidelines when designing the electrical system.
- d) All electrical equipment to be located so as to be readily accessible for maintenance or repair.
- e) During dock and sea trials, the installation and the generators will be tested under full load

conditions.

- f) Adequate charging and inverter capacity will be installed.
- g) The yacht is envisaged to run one or two generators during the day to service battery charging and ancillary loads and to run off the battery bank during a 9-Hr quiet period.

#### I.1.1 Power Consumption and Safety I.1.1.1 Table of consumption

- a) A table of consumption will be compiled by the Yard's subcontractor and then completed by the Builder.

#### I.1.1.2 Protective and safety devices

- a) The following protective devices will be fitted to both generators:
  - over current,
  - frequency out of range,
  - voltage out of range,
  - alarm at 85% loading.
- b) The following protective devices will be fitted to the shore power intake:
  - over current,
  - voltage out of range,
  - alarm at 85% loading,
  - double wound isolation transformer.
- c) The main contactors linking the generators and shore power to the bus bars will have full mechanical and electrical interlock, preventing a potentially dangerous combination of power sources on any bus bar.
- d) All distribution and control circuits will be protected by circuit breakers or fuses.
- e) Circuit breakers, to be Merlin Guerin or equal, will be two-pole for 24 VDC circuits.
- f) Single-phase AC circuits will be protected by double pole circuit breakers, with differential protection system, (" Earth leak ").
- g) Three phase AC circuits will be protected by three pole circuit breakers. Neutral will be grounded.
- h) Isolation of all circuits is possible at the distribution boards.

- a) In addition, all machinery will have lockable isolator switches positioned close to the item for safe maintenance.
- b) Temperature classification is for tropical conditions.
- c) Interference suppressers will be installed where necessary.
- d) Housings (IP 23) as applicable.

#### I.1.1.1 Electrical cables I.1.1.1.1 Cable type

- a) High quality EPR/CSP® ships wiring cable will be used on all power distribution circuits.
- b) All cables will be sized in accordance with manufacturer's recommendations and RINA regulations and be sheathed where necessary.
- c) Wiring and cables will be clipped to alloy tray or in plastic trunk or conduit as practical.

#### I.1.1.1.2 Cable Designation and Marking

- a) All cables will be marked at both ends and elsewhere as appropriate with an alphanumeric code.
- b) Individual cores will also be coded with either a colour or alphanumeric code.
- c) All switches, breakers, junction boxes and relays will also be clearly marked.
- d) Wiring diagrams throughout the vessel will conform the following standards:
  - all names of positions, cabins et cetera will be designated in the general arrangement drawings,
  - separate drawings for each electrical system,
  - block diagrams showing the location of all equipment, junction boxes, terminal strips and cable runs,
  - all codes used on the cables and terminals will be indicated on the drawings,
  - detailed drawings indicating the operation of equipment and switch boards.
- e) As part of the ship's manual, two complete, updated, sets of all electrical drawings and diagrams will be furnished by the Builder at the time of delivery of the vessel.

#### I.1.1.1.3 Cable routes and supports

- a) The following considerations will prevail for cable routing :
  - will follow where possible a common service route with plumbing and hydraulic systems,

- accessibility when vessel is in operation in heavy seas,
  - convenience during installation, both in time and in view of damage,
  - so as to prevent the cable to become a dangerous obstruction in the event of fire.
- b) Cables passing through decks and watertight bulkheads will be fitted with watertight through deck/full fittings.
- c) Fittings to be stuffing boxes (glands) or MCT- frames and blocks.
- d) Cables passing through deck to be protected against mechanical injury.
- e) Cables will run on cable tray or in trunks that will be secured to the structure.
- f) Care will be taken at all times to avoid and protect against chafing.
- g) Spurs from the trays trunks will be run in flexible conduit to the equipment.
- h) Cables to be attached to cable trays and fixed with metal or nylon straps.
- i) All connection boxes to be accessible.
- j) Enclosures to be watertight or non-watertight as required in view of usage.

## Electronics and Navigational Equipment

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### I. 1 General

- a) All equipment mentioned in this chapter will be supplied by Owner unless noted different.
- b) All equipment to be installed by Builder or his subcontractor unless noted different.

### I. 2 Sailing Instrumentation

The following electrical navigation instrument will be installed:

- Autohelm ST80 Masterview (helm stations and Nav station), 1 multiview (owner's cabin), 4 Maxiview (on pilothouse bulkhead), 1 Analog wind + 1 Analog close-hauled/wind (at each steering station). All appropriate sailing instruments shall be fitted, wind, speed, depth, B&G, type Hydra 2000. o.e.
- Furuno/Raytheon 24 nm Radar, or equal,

- Furuno/Raytheon 72 nm Radar, or equal,
- GPS navigator, Garmin GPS 653X, (repeaters at helm stations),
- one small GPS navigator, Garmin GPS 50, or equal,
- Furuno chartplotter,
- Furuno Navtex weather fax,
- computer software NMEA 0183 interface system.
- Two TFT monitor Seabook 15" for outdoor use.

### I.3 Navigation & Communication Equipment

- a) An amount of €25,000 is provisioned for communication equipment.
- b) The following communication instruments will be installed by the joiner in the Navigation station:
  - SSB receiver/transmitter,
  - VHF, duplex, dual watch,
  - VHF charger for at least 2 hand held VHF,
  - Shore telephone system,
  - portable laptop computer,
  - flat type bubble jet printer,

### I.1 Navigation, Non Electronic

- a) 1 magnetic compass (type : Danforth 8 inch, with internal azimuth needle or equal) to be installed on each deck pedestal.
- b) 1 magnetic compass (type : Danforth 8 inch, with internal azimuth needle or equal) to be fitted in navigation area according Architect.
- c) Helmsman will be able to read both compasses at the same time to check for deviation errors.
- d) Full set of manual navigation equipment:

- sextant,
- bearing compass,
- hand lead with 25m line,
- time piece,
- barograph,
- barometer,
- ship's clock,
- mechanical inclining meter,
- maps/pilots of the Med and N. Atlantic,
- water temperature meter,
- navigation tables,
- navigation pocket calculator.

## Main Engine Installation

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### I . 1 Engine Room - General

a) The design values for the applicable machinery are for the following conditions:

- Engine room ambient air temperature : 48° C
- Atmospheric pressure : -0.1 bar
- Sea water temperature : 29° C
- Relative humidity : 60%

b) Unless indicated otherwise, the conditions as mentioned above are, among other specific data, used throughout for the selection of the appropriate equipment.

c) Torsional vibration and whirling analysis, concerning the total power train, from the engine supplier or an external consultant will be to the Yard's charge.

d) All equipment shall be located and oriented to allow easy access for repair and maintenance.

- e) In all installations, the Builder will ensure that overall appearance of the systems and the pump room and engine room in general are of the highest standards.
- f) Engine room floor plates to be fully removable, to be lipped with 20mm high edgings.
- g) The floor plates will be of non diamond backed silver grey anodized aluminum and provided with 180° opening hinged access hatches where necessary.

#### I.1 Main Engine .1.1 Main Engine Particulars

- Make: Cummins
- Type: QSL 9 285 CON
- Rating: 209 kW@ 1800 rpm. Continuous duty.

- a) The engine to have an over speed protection.
- b) Engine equipped with all necessary units as: heat exchangers, sea water pumps, duplex oil filter and Racor fuel filter, etc.

#### I.1.2 Engine Altemators

- a) See Chapter X, 'Electrical System'.

### **Gearbox**

- a) The gearbox is directly mounted to the engine.
- Make: Twin Disc
  - Type: MG 5090A, Enhanced tick over.
  - Reduction: 2.43 : 1

### **Engine Mounts**

- a) Proposed flexible engine mountings are:
- Make: Rubber Design.
  - Type: RD-013.
  - Static stiffness: To be calculated by Rubber Design.

## **Entertainment Equipment**

### I.1.1 General

- a) See also Chapter XXII, 'Interior wood joinery', for location of systems, to be installed by the Builder.
- b) All equipment Owner's supply, installation by Builder.

### I.1.2 Crew quarters

- 1 Car stereo set.
- 1 DVD/CD player
- 1 20" flatscreen TV set, connected to the yacht monitoring system
- 1 Video system, PAL-SECAM, NTSC.
- Six (6) ceiling speakers.

### I.1.3 Saloon

- 1 40" flatscreen TV set
- 1 Video system, PAL-SECAM, NTSC (wide screen).
- 1 DVD/CD player
- Surround sound system
- Eight (8) ceiling speakers
- 1 Stereo radio system.

### I.1.4 Owner's and Guest's Accommodation

- 1 Stereo cassette radio system with CD.
- 1 TV, PAL-SECAM, NTSC (small screen).
- 1 Video system, PAL-SECAM, NTSC.

### I.1.5 Antennae Requirements

The following antennae to be installed by the rigger:

- 1 SSB antenna,
- Navtex / Weatherfax Antenna,
- 1 VHF antenna,



- 2 GPS antenna,
- 2 GSM antennas,
- 2 Radar domes,
- 1 TV-FM antenna, round receiving with booster in antenna.

#### I.1.6 Shore Connections

a) The following shore connections to be provided:

- telephone (nav area),
- TV, FM (all available sets).

## Galley

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- a) For cooking, electricity will be used.
- b) All equipment installed will be easily accessible and/or removable for cleaning, maintenance, servicing or replacement.
- c) Other Owner's supply items to be installed by Builder.

#### I.1 Cooker Hobs

a) Four-burner 220 VAC ceramic cook top from the Miele range shall be installed on a gimbaling cabinet and equipped with a crash bar in front. Miele KM 613

#### I.2 Oven

a) A Miele 220 VAC microwave multi-function convector grill/oven, rigid mounted, shall be fitted with a crash bar in front. Oven type Miele H 4082 BM

b) Stainless steel fiddle racks and adjustable clamps shall be fitted around the range to hold pots and pans individually.

#### I.3 Extractor Fan

a) A stainless steel extractor fan shall be fitted from the Miele range.

#### I.4 Compactor

a) A 220 VAC Broan compactor shall be fitted for compacting plastic bottles and tins Top opening through counter top.

### I. 5 Dishwasher

- a) Dishwasher will be 220 VAC Miele.G 8051

### I. 6 Fridge/Freezer

- a) See Chapter XX. "Refrigeration".

### I. 7 Washer

- a) A full size 220 VAC Miele domestic washer and dryer will be installed. Miele PW 6065 Plus

### I. 8 Dryer

- a) A 220 VAC Miele full-size domestic unit. Miele PT 7136 Plus

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## Hull & Deck Materials Specification

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- a) All reinforcement fabrics will be supplied by mutually agreed upon manufacturer by the Builder and Architect. The primary reinforcement material will be E-glass. In addition carbon fibers shall be used as reinforcement in deck beams, the mast frame, deck structure or other highly loaded internal structures.
- b) The resin is epoxy and will be approved by the reinforcement fabric supplier, the Yard and the Architect. The resin will be able to withstand temperatures of up to 85°C without distortion. The resin manufacturer's requirements and instructions will be strictly adhered to. The hull and deck will be post-cured at an elevated temperature as per resin manufacturer's instruction.
- c) The hull and deck shell core material shall be PVC foam. For the superstructure PVC foam material shall be used as core. All PVC foam core material shall be manufactured by Diab. The selection of the PVC foam will be based on the particular application, and in part on the builder's preference, with the approval of the Architect. The selection of core bond mixture will be left to the Builder but will be approved by the resin manufacturer prior to construction. All foam core materials will be post-cured at 55°C for at least eight hours before use with any laminate or per core manufacturer's instructions.
- d) Vacuum bagging techniques will be employed in the construction of the hull, deck and bulkheads.
- e) To keep track of materials, each batch of resin and catalyst, as well as all types of cloth, will have the lot number, date of manufacture, date of delivery and date of use recorded.
- f) Orthotropic E-glass laminates will have the following minimum properties:

- Tensile Strength 21,000 Psi
- Tensile Modulus  $1.50 \times 10^6$  Psi
- Compressive Strength 21,000 Psi
- Compressive Modulus  $1.50 \times 10^6$  Psi
- Glass Content 55% by weight

g) Post-cured laminate will be checked with a Barcol hardness tester to determine the degree of cure. The Barcol hardness number of the cured laminates, measured on the surface is not to be less than 40. Samples from cutouts and plugs that have been removed from hull, deck and bulkhead laminates will be tested for glass content and thickness. Hardness, glass content and thickness results will be reported to the architect.

## Safety And Fire Protection

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- a) A non-integrated ships alarm system will be installed.
- b) Central units will monitor operation of all ships systems, including:
  - main engine and gear box,
  - both ship's generators,
  - ship's shore power intake,
  - refrigeration system,
  - domestic fire system,
  - machinery space fire detection and CO2,
  - ship's battery system,
  - ship's fuel system,
  - ship's potable water system,
  - ship's black/grey tank discharge system,
  - ship's seawater system,
  - ship's bilge system,

- ship's fire protection system,
  - ship's gas leakage alarm system.
- c) No ship's security system will be installed.
- d) Central alarm control panel positioned in navigation area with a slave panel in the crew mess.
- e) Common alarm accept buttons at:
- navigation station,
  - steering stations
  - galley control panel.

## Steering System

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### I. 1 General

- a) For rudder scantlings, see chapter II.2.10 'Rudder'.
- b) Very heavy rudder angle stops will be provided, set at 75 degrees hard P to hard SB.

### I. 2 Main steering gear

- a) The main steering system is a cable based system, from Edson o.e.
- b) A hydraulic steering system shall consist of a hydraulic pump driven by the autopilot. The pump drives a single rudder ram which is connected to the rudder tiller lever.
- c) The steering system will be designed for three turns lock to lock for a full rudder arc of 75°.
- d) Twin 1200mm diameter wheels shall have leather covered rims.
- e) The pedestal plinth will be integral with the deck with custom GRP instrument panels at each steering station to the design of the Architect.

### I. 3 Autopilot Drive

- a) A constant running 24 VDC hydraulic pump will drive a ram attached to the tiller lever, thereby providing another totally independent steering system.
- b) The pump shall be located in the aft peak.

### I. 4 Emergency steering gear

- a) For emergency steering an aluminum tiller has to be mounted on the square top of the rudder stock.
- b) Once the cover plate is removed, the stock can be connected.
- c) The stock shall include a tiller yoke.
- d) The tiller will have 1:2 tackles to ship's side.
- e) Eyebolts for secure attachment of emergency steering tackle will be provided.
- f) Tails of steering tackle are lead via the MPS blocks to sheet winches.

## **Exclusions**

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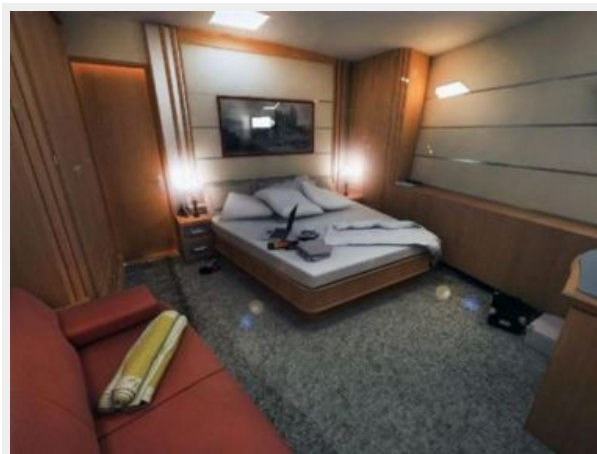
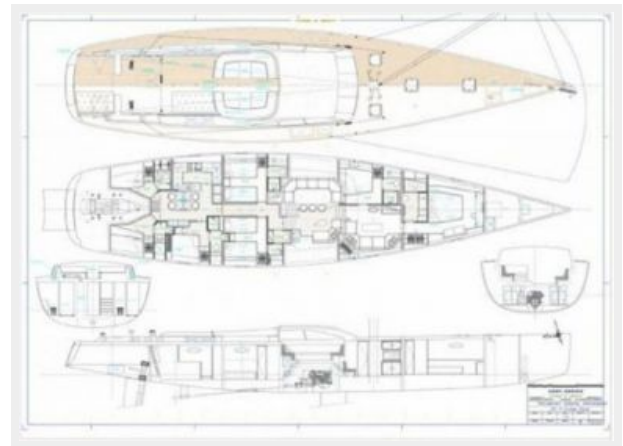
Owner's personal belongings.

## **Disclaimer**

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# PHOTOS



# CONTACTS

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Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

## Contact details

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Email: [andrey@shestakovyachtsales.com](mailto:andrey@shestakovyachtsales.com)

Web: [shestakovyachtsales.com/en/](http://shestakovyachtsales.com/en/)

## Telephones

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USA: +1(954)274-4435

## Office hours

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Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

## Address

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Harbour Towne Marina, 850 NE 3rd St,  
STE 213, Dania, FL 33004