

## VAN TRIUMPH — CUSTOM



**Builder:** CUSTOM

**Year Built:** 1983

**Model:** Mega Yacht

**Price:** PRICE ON APPLICATION

**Location:** China

**LOA:** 212' 0" (64.60m)

**Beam:** 37' 1" (11.30m)

**Min Draft:** 10' 6" (3.20m)

**Max Draft:** 11' 6" (3.50m)

**Cruise Speed:** 13 Kts. (15 MPH)

**Max Speed:** 15 Kts. (17 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **Van Triumph — CUSTOM** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **Van Triumph — CUSTOM** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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# SPECIFICATIONS

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## Overview

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This expedition vessel has been built and kept by her first owner since built in 1983. The very knowledgeable owner conceptualised her as a vessel to escape, survive and be self contained for ultra long distance in ultimate safety. She has been riding out typhoons in the Pacific area in complete confidence. Her specification exceeds Lloyds requirements by some 25% in most areas of construction and was built to last in R41 steel. She has been kept in Lloyds A1 class to date and inspected annually. She is ready to go anywhere on the globe. VAN TRIUMPH can easily be converted to a unique mega-explorere-yacht looking for a new owner keen to explore the remote areas on the globe. She could easily be continuing her role as an expedition / inspection vessel or serve as a training vessel in any part of the world. She is offered at a fraction of replacement cost. Viewing recommended.

## Basic Information

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<b>Category:</b> Mega Yacht	<b>Model Year:</b> 1983
<b>Year Built:</b> 1983	<b>Country:</b> China
<b>Registration #:</b> 702178	<b>Coast Guard #:</b> Hamilton
<b>Vessel Top:</b> Enclosed P.H. W/Sundeck	<b>Cockpit:</b> Yes

## Dimensions

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<b>LOA:</b> 212' 0" (64.60m)	<b>LWL:</b> 194' 11" (59.40m)
<b>Beam:</b> 37' 1" (11.30m)	<b>Min Draft:</b> 10' 6" (3.20m)
<b>Max Draft:</b> 11' 6" (3.50m)	

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## Speed, Capacities and Weight

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**Cruise Speed:** 13 Kts. (15 MPH)

**Cruise Speed RPM:** 600 Kts.

**Cruise Speed Range:** 15000

**Max Speed:** 15 Kts. (17 MPH)

**Max Speed RPM:** 700 Kts.

**Displacement:** 2660979.50234 Pounds

**Gross Tonnage:** 1506 Pounds

**Water Capacity:** 29058.92572 Gallons

**Fuel Capacity:** 68684.73352 Gallons

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## Accommodations

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**Total Cabins:** 11

**Total Berths:** 17

**Sleeps:** 17

**Total Heads:** 14

**Captain Cabin:** True

**Crew Cabin:** 12

**Crew Berths:** 14

**Crew Sleeps:** 14

**Crew Heads:** 13

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## Hull and Deck Information

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**Hull Material:** Steel

**Deck Material:** Teak

**Hull Configuration:** Full Displacement

**Hull Color:** White

**Hull Finish:** Steel

**Hull Designer:** Supercraft

**Exterior Designer:** Supercraft

**Interior Designer:** Supercraft

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## Engine Information

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**Engines:** 2

**Manufacturer:** Yanmar

**Model:** T260-ST

**Engine Type:** Inboard

**Fuel Type:** Diesel

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# DETAILED INFORMATION

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## Introduction

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This yacht has been built and kept by her first owner since built in 1983. The very knowledgeable owner conceptualised her as a vessel to escape, survive and be self contained for ultra long distance in ultimate safety. Her specification exceeds Lloyds requirements by more then 25% in most areas of construction. She has been kept in Lloyds A1 class to date and is ready to go anywhere on the globe. Built to last in R41 steel corrosion resistant steel. A unique megayacht looking for a new owner keen to explore the remote areas on the globe. In need of an interior make-over VAN TRIUMPH is offered at a fraction of replacement cost, estimated to be approx USD 75 million. Viewing recommended.

We have asked David Bentley and Michael Sadubin of David Bentley Yacht Design to propose renderings for an interior made over of the salon/dining area to suggest a different and new look and to show what could be done to upgrade the interior.

David Bentley would be happy to discuss a complete interior/exterior upgrade with a new owner.

## Boat Highlights

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- VAN TRIUMPH is in class - Lloyds A1 - and MCA compliant. Her Lloyds inspections are current
- Maintenance follows Lloyds recommendations and is current
- The vessel is turn key for commercial or training use
- The vessel presents an opportunity to convert to a very long range explorer super yacht
- The vessel is helicopter capable
- Keen seller wants her sold

## Accommodations

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The Accomodation is laid out over 4 decks.

On the Bridge Deck you will find the Wheel House, the Radio Office, the Captain's Suite, First Officer's Office, other Crew Accomodations and Toilet Facilities.

The large aft tender deck (approx. 160 sqM) is suitable for tenderstorage with a centrally

positioned 5 ton crane (or could be converted to a helideck).

On the Main Deck there is the owners suite forward, including 2x twin bedrooms, a master bedroom and owners lounge. Aft is the saloon which has a small cinema amidships and is divided in large dining, bar and lounge areas.

On the Tween Deck there is crew accomodation forward (6 cabins with ensuite heads) a crew mess room,the accomodation for the Chief Engineer,and the galley.

Amidships is the Engine Control Room.

The Guest Accomodations in 8 Cabins with Ensuite facilities are located on the aft lower deck .

On the forward lower deck is a laundry room, cold and other storage.

Aft is the engine room, a workshop and the steering compartment.

All tankage is situated below the lower deck and the hull.

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## Salon

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The very large salon is situated on the main deck. The lounge area is aft and opens to the aft deck. There is a large dining area forward which will seat 36 guests easily at two round and one rectangular tables. A large bar separates the areas and will easily seat 12 guests. In addition there is a cinema forward. Please note the renderings provided by Interior Architect David Bentley to show a different styling from the current set up.

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## Master Stateroom

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The Master Suite is located on the Main Deck and is currently laid out with an Owner Bedroom,, an Owner Day Room, two Child Cabins, three ensuite bathrooms and a dedicated pantry.

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## Guest Stateroom

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There are 8 guest cabins at the lower deck.

All with ensuite bathrooms.

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## Pilothouse

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The wheelhouse is very spacious with the control console taking the full beam of the house. There is a large navigation area with chart storage, chart table and locker space. To the side is a large seating area for passengers wishing to be part of the on board navigating under way. A separate radio office and cabin for the radio officer are located directly behind the wheel house. Although the communication systems have been upgraded over time, a morse coder is still fitted!

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## Deck Equipment

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The anchor windlass, anchors and anchor chain are designed to be twice the Lloyds A1 specification for additional safety at anchor in extreme bad weather.

The aft deck has two hydraulic capstans for berthing.

The tender deck has a 2.5ton crane centrally located.

Portugese Bridge with Searchlights on both sides.

Ship's gangway with hoisting arrangement both sides.

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## Water Sports

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The large aft deck on the Bridge Deck measures approx 16M x 10M and has adequate space for 4 tenders of different size up to 30 ft. A Central Hydraulic Crane with a capacity of 5 ton can lift the toys overboard.

This deck could easily be converted to carry a helicopter or seaplane. There is ample space to carry watersports toys as per an owner's preference including ski boats, speedboats, sailing boats, canoes etc.

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## Hull

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The hull was built of R 41 corrosion-resistant steel above the waterline. This has resulted in virtually no rust anywhere on the vessel. The hull was substantially overbuilt (approx. 25% in excess of Lloyds requirements) to meet the owners strict guidelines to survive anywhere under any conditions. Even with three compartments filled with water the vessel is designed to maintain full longitudinal integrity. The key operational areas of the machinery and controls have a double skin hull as to be able to withstand an armed attack. All areas of the vessel have been continuously maintained to Lloyds class requirements by mostly the same crew who built the vessel in 1983.

The latest Certificate of Class - Lloyds 100A1 YACHT and LMC have been signed off on 29th May 2012 and is valid till 30th January 2017.

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## Engine /Mechanical Equipment

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The large engine room is set up for allowing ongoing easy maintenance.

The engine room divides in a forward area for the three identical Yanmar Gensets. The middle area is occupied by the twin Yanmar T 260 ST main engines each rated @ 1,400 HP at 700 RPM. Aft of the engine room is a large workshop. At the same deck level there are separate rooms for the twin AC plants, the rudder equipment and separate fire pump engine, the batteries, the CO2 Firefighting equipment and the sewage treatment. The separate control room for the engineers provides ample space for all monitoring all ship's systems.

Main Engine Hours per August 2012:

No.1 Engine 10540.50

No.2 Engine 10540.50

Generator Engine Hours:

No.1 Generator Engine Hours:10710.30

No.2 Generator Engine Hours:9628.30

No.3 Generator Engine Hours:10282

All tank tops are accesible and all tanks are subject to regular inspections as recommended by LLoyds.

## **Safety And Fire Protection**

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All safety and fire prevention equipment complies with Lloyds A1 regulations.

## **Exclusions**

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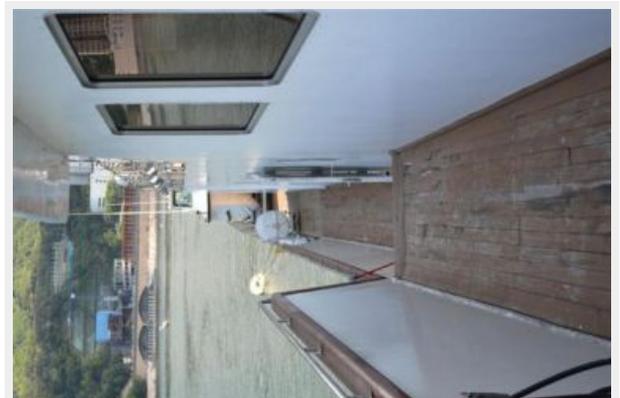
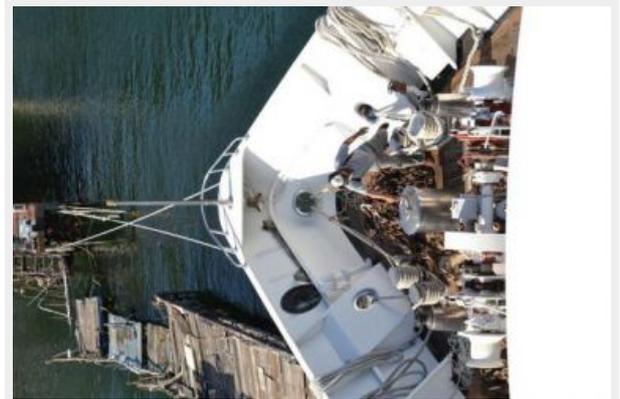
Owner's personal belongings.

## **Disclaimer**

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The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

# PHOTOS

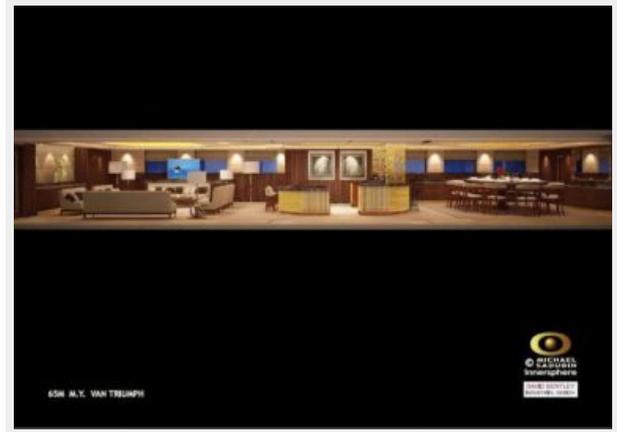




## Prosper Lounge







**Proposed Bar**



Specifications		Asking Price: \$9,000,000	
Length	211' 11" (64.6m)	Classification	Lloyds A1
Beam	37' 1" (11.3m)	Guests	17
Draft	11' 6" (3.5m)	Crew	14
Year		Cruising / Max. Speed	10 knots / 15 knots
Built / Refit	1983 /	Designer	David Lieu / Supercraft Hong Kong
Builder	Supercraft	Hull	Steel
Engines	2x Yanmar T260-ST 1400HP, 10540 hrs	Location	Hong Kong
Range	15000		

In conjunction with Adam Voorhees, Bart Kimman of Northrop and Johnson Asia has developed a unique conversion proposal for the 65 meter motoryacht, Van Triumph. The concept relies on retaining the existing hull, superstructure, and systems intact, as they are in excellent condition and respects the yacht's heritage. The proposal offers a more considered and thoughtful process for design and allows more focused changes to occur. This approach is an antithesis to the recent conversion projects on the market that involve a more drastic and time consuming undertaking, often resulting in poorly executed design intents. Two directions have been considered for the exterior, both staying true to the original yacht's classic and purposeful styling. A notable change will be the addition of a Heli deck and a new gantry type system for the tenders.

The GA ([click here to open HQ GA file](#)) retains much of the original structure, but the functionalities, spaces, and experience for guests and crew have been dramatically improved. A beautiful wrap around glass curtain houses the aft dining area and this space can be completely opened up to the exterior. There are multiple opportunities for formal and informal living and dining on the maindeck as well. Forward is a well appointed spa area with massage, beauty, and steam/sauna room. The Owners space has a very large ensuite and closet, and private lounge. All guest cabins, including 2 large VIP cabins, have been revised, improving their access and circulation patterns as well. A multifunctional, transformable space at the tenders bay offers protected, exterior living. This area and the heli pad could be used for large dance floors or outdoor cinemas. The spa on the sun deck brings excellent views and a connection with the sea.

Van Triumph could be a spectacular expedition vessel or a versatile shadow boat with both accomodation and toy carrying capabilities. Long range, in class, ready to go and multi purpose.



Alternative conversion design.

# 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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## Office hours

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

Sunday: **closed**

## Address

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