

ATLANTIS II — MARYLAND SHIPBUILDING & DRYDOCK CO



Судостроитель:

Maryland Shipbuilding & Drydock Co

Год постройки: 1963

Модель: Экспедиционная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 210' 0" (64.01m)

Ширина: 44' 0" (13.41m)

Макс. осадка: 14' 0" (4.27m)

Крейс. скорость: 12 Kts. (14 MPH)

Макс. скорость: 14 Kts. (16 MPH)

Купить **ATLANTIS II — Maryland Shipbuilding & Drydock Co** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в собственном списке продаж, а также тесно сотрудничает со всеми крупными яхтенными производителями по всему миру.

Для того чтобы купить яхту **ATLANTIS II — Maryland Shipbuilding & Drydock Co** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

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ХАРАКТЕРИСТИКИ

Основная информация

Тип судна: Экспедиционная яхта **Модельный год:** 1963
Год постройки: 1963 **Год обновления:** 2008
Вид обновления: Major refurbishment **Страна:** United States

Размеры

Длина общая: 210' 0" (64.01m) **Ширина:** 44' 0" (13.41m)
Макс. осадка: 14' 0" (4.27m)

Скорость, вместимость и масса

Крейс. скорость: 12 Kts. (14 MPH) **Дальность на крейсерской скорости:** 9000
Макс. скорость: 14 Kts. (16 MPH) **Чистый вес:** 1658 Pounds
Вместимость воды: 26600 Gallons **Объем топливного бака:** 109760 Gallons

Размещение

Всего кают: 32 **Спальные места:** 60

Корпус и палуба

Материал корпуса: Steel

Материал палубы: Steel

Комплектация корпуса:
Displacement w/ Bulbous Bow

Дизайнер корпуса: Rosenblatt & Son

Дизайнер экстерьера: Rosenblatt & Son

Информация о двигателе

Двигатели: 2

Производитель: Detroit Diesel

Модель: 2 x 1245 HP EMD

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Description

The Research Vessel "Atlantis II" is world famous for her exploration of the "Titanic". Affectionately known as A2. She was originally built to ABS/Ice Class, U.S Navy specs but is not in class now. The vessel completed a major re-fit in 2008 which included servicing and upgrading of many systems and equipment. The vessel is well suited for multi-function roles in the Exploration, research and offshore support sectors of the marine market.

She is equipped with a large tow/troll winch, large deck crane, dive center, and can be made helicopter-capable. She accommodates 60+ for sleeping. Some of the many noteworthy achievements of her unparalleled history are described in the full specification.

She is well suited for research, survey, expedition, diving, pelagic deep ocean geo-survey, ocean bio research, oil exploration, oil field support, standby, security or hospital.

"Atlantis II" is a special and highly respected, totally proven, all-ocean, all-weather vessel with enormous and wide ranging capabilities. With proper refitting "Atlantis II" could be configured to continue her superlative research career or used as a successful expedition or exploration yacht. The full displacement yacht and corresponding super structure will deliver a superior sea motion compared to the many OSV inspired conversions. Truly a magnificent vessel!

Accommodations

There are seven decks. The top deck sky lounge has a bar, 42" flat screen TV, numerous sofas, and articulating helm chair. The dining room has a fireplace and seating for 30. There is a conference room.

There is a full commercial galley with amenities, and the equipment includes a large walk-in freezer, two small chest freezers, a large walk-in cooler and a smaller walk-in cooler with enough storage for 120 days of food. There are two 4,800 gallons per day fresh water makers.

There are 32 staterooms, mostly bare. There are various configurations of double or single staterooms, and are also bunk rooms for crew. Sixteen of the staterooms have been renovated, and sixteen have been stripped and resurfaced.

Features:

- Underwater observation chamber with six viewing ports in bulbous bow
- Gym with free weights, Bow Flex, bike, stretch and treadmill
- Diving center
- Hospital
- Laundry facility

Electrical & Electronics

AC Voltage: 110v, 220v, 480v: total 600 kVa, 3 phase, 60 Hz DC Voltage 12/24/32 Volt
Electrician's Shop Surveillance/security system room Furuno NAV/COM electronics:
Furuno GMDSS 3 Console Furuno Navtex NX 700 Furuno Weather Fax 408 KVH Sat
Phone Furuno Max Sea x7 GPS C Map 3 Large LCD Nav Montors Furuno Sat Compass
SC50 Furuno Loud Hailer 3000 CG Furuno Nav Echo Sounder FE700 Furuno GPS 150 1
Furuno X Band Radar 1 Furuno K Band Radar BB Series Furuno SSB 150 Watts Furuno
AIS FA150 2 Icom VHF Furuno 880 Depth Sounder

Engine Details & Mechanical

In 2007 the engines were inspected and tested by Detroit Diesel technicians and their documentation indicates that the engines are within 10% of being brand new.

The steam boilers are still on board and could either be used for running large equipment, i.e., huge watermakers, etc., or they could be removed providing a large area for another purpose. There are 2 small steam boilers on board that can be used for heating the ship or providing hot water to the ship.

Equipment:

- Twin EMD Detroit Diesels, 12-567 EA-S, 2 x 1245 hp New 1979
- Caterpillar 250 kW generator NEW 2010
- Caterpillar 250 kW generator, very good condition 40,000 total hours
- Emergency generator, 100 kw, with newly rebuilt Detroit 671 diesel under 100 hours
- GE 600 hp Bow thruster, articulating, variable speed, DC electric, runs off PTO from main engines; this unit can be used as an emergency propulsion system. Currently not operational.
- New water separators. Boiling water seperators
- All new sewage pumps
- All new potable water pumps
- New or rebuilt valves
- Special "Navy" type bilge compartment control system
- Machinery shop with lathes, milling machines, welding equipment, etc.
- Full air conditioning, chilled water

- Boiler heated radiators
- 2 Watermakers 9,000 Gals/day
- Manuals for all equipment

Hull & Deck

- Underwater observation chamber with 6 viewing ports in bulbous bow
- Heavy equipment lift vessel supported by:
- 30' Pettibone 20 ton hydraulic deck crane, fully rebuilt 2007
- Trawl winch on deck with 8 miles of cable
- Stern capstan, rebuilt
- Electric Stern capstan refurbished
- Windlass, rebuilt
- Safety features and life rafts
- Coast certificate rescue boat
- Equipment and prop storage space
- Possibility for helipad capability
- Anchor windlass 25 hp
- 2 baldt 3,300 anchors each with 630' of 1 7/16" chain.
- Recent survey with audio gauge

Design & Construction

The vessel was originally built to U.S. Navy specification with super redundancy out of special German high tensile steel alloy to ABS and Ice Class. She had her international load line and COI until 1996. From Marine Survey Report of November 1999:

"The vessel was built of all welded steel construction by Maryland Shipbuilding Company, Baltimore, Maryland, in 1961/62. The vessel underwent extensive refitting in 1979, converting the vessel from steam to diesel power. A stern deck equipment hangar and a large ROV tending A-frame were added in 1983 for use with a large submersible. The A-frame has since been removed, but the foundation and hydraulic systems remain. The vessel is presently undergoing refurbishment and modernization.

The vessel is of a typical ocean service, research design with a model bow, transom stern, sheer main deck with forward forecastle, and a two-and-one-half-deck steel superstructure containing quarters, and spaces that have in the past been used for laboratories and research.

The vessel is framed longitudinally and transversely in accordance with good marine practice for a vessel of its size and intended service. Reportedly, the vessel was originally built to American Bureau of Shipping scantlings as Maltese Cross A-1 Circle E.

The vessel's hull is protected by means of a two-tier rubrail fender system constructed of 6" diameter split pipe. The upper strake is located at the forecastle deck elevation and runs from a point 30' aft of the stem aft to the break of the forecastle on both port and starboard sides. The second strake is located at the main deck elevation and runs from a point 40' aft of the stem aft to a point 24' aft of the break of the forecastle on both port and starboard sides.

Bulwarks are constructed of steel, of the open type, with a height forward in way of the forecastle of 48", tapering to a height of 42" in way of the mid-portion of the forecastle deck, and fairing into a three-tier 42" high pipe safety rail in way of the aft end of the forecastle deck. Bulwarks in way of the aft deck have a height of 30" and are of a similar design. Bulwarks are fitted with adequate freeing ports.

Deck fittings consist of the following: Located to port and starboard on the foredeck are 10" diameter cast steel double bitts with adjacent 16" closed chocks. Located to port and starboard aft on the foredeck are 10" diameter cast steel double bitts with adjacent 16" closed chocks and 12" open chocks. In way of the after end of the forecastle deck level three (3) 6" diameter steel H-bitts range down the port side while one (1) is located on the starboard side. Located to port and starboard on the aft deck are 6" diameter bitts with adjacent 18" closed chocks, each chock fitted with four (4) securing horns, and adjacent 6" diameter closed chocks, each chock fitted with two (2) securing horns. An American Engineering 18" diameter warping capstan is located to starboard on the aft deck.

Ground tackle consists of one (1) each port and starboard bow Baldt 3,300-lb. anchor, each fitted with a reported 630' of 1-7/16" stud link chain. The anchors are handled by a double wildcat, double 18" diameter gypsy head, Skagit Model WE1HWG-23-6 anchor windlass powered by a 25-HP electric motor.

The vessel also has on board, located on the foredeck, a spare 1,200-lb. anchor.

Bulkheads are constructed of steel and are designed watertight, with watertight doors located at strategic areas throughout the vessel as noted below.

The fuel oil tanks noted above have a total reported capacity of 109,760-gallons and are fitted with approved type filling lines, vents with flame screens, and fuel oil shut-off valves.

Fresh water capacity is reported to be 26,600-gallons with an additional evaporator capacity of 9,600 gallons per day.

The deckhouse is constructed of steel and is fitted with steel watertight doors, portlights, and fixed windows. The interior of the vessel is centrally air conditioned by means of forward and aft centralized chill water air conditioning units, and heated by means of boiler-heated radiators and electric space heaters.

The vessel is arranged with passenger/scientist accommodation, auxiliary work and support rooms on the lower deck level within the hull; stores, galley/messing, officer and crew accommodation and laboratory spaces on the main deck level; senior officer and passenger/scientist accommodation, a library, gymnasium and a store on the 01 (upper) deck level; ship support, electronic support and crew accommodation on the 02 deck level; the pilothouse, radio room and chart room on the bridge deck; and a full bar/lounge located on top of and behind the pilothouse."

Additional Information

- Gross Tonnage = 1,705
- Net Tonnage = 510
- Depth = 21.0'
- Freeboard to Working Deck = 7.21'
- Range = 9,000 Nautical Miles
- Wet Laboratories = 37m²
- Dry Laboratories = 130m²
- Fresh Water Generator Capacity = 8m³
- Free Working Deck Area = 28m²
- Space for Container Laboratory = 3m x 12m

Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ

Skylounge



Skylounge



Stateroom



Dining



Dining



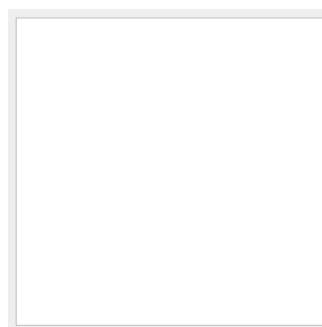
Wheelhouse



Wheelhouse



Navigation Room



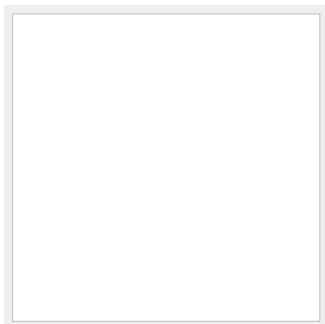
Engine Room



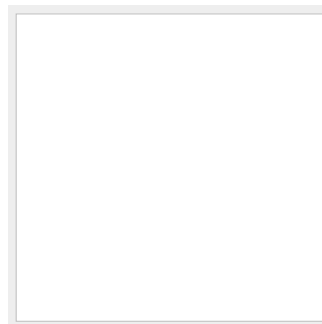
Engine Room



Engine Room



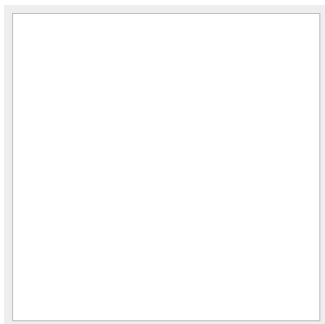
Crow's nest



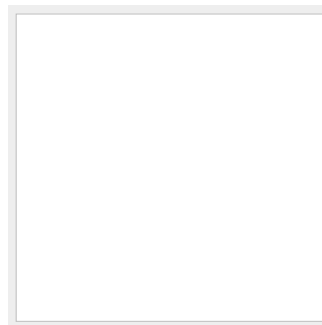
Gym/Sub hanger



Dive Room



Tender launching



Pilothouse/Navigation/Security



Galley



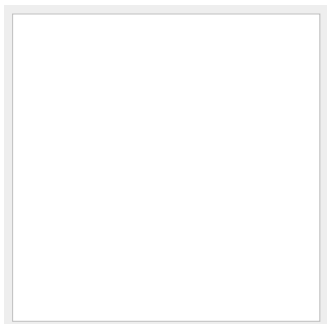
Layout



Conversion Proposal - ask for details



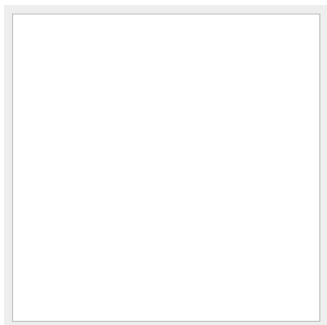
Top Deck



Bridge/Boat Deck



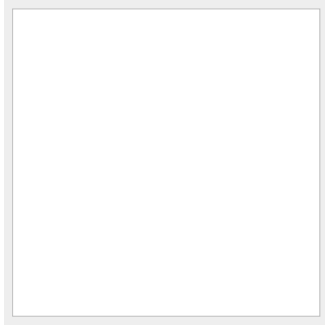
Upper/Owner Deck



Main Deck



2nd Deck



Conversion Layout



КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

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Время работы

Понедельник – Суббота: **9:00 - 21:00** EDT

Воскресенье: **Закрето**

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