

ITASCA — J&K SMIT



Builder: J&K SMIT

Year Built: 1961

Model: SHELBY

Price: PRICE ON APPLICATION

Location: United States

LOA: 175' 11" (53.60m)

Beam: 34' 10" (10.60m)

Min Draft: 17' 1" (5.20m)

Cruise Speed: 11 Kts. (13 MPH)

Max Speed: 12 Kts. (14 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **ITASCA — J&K SMIT** 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 **ITASCA — J&K SMIT** 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

Overview

ITASCA was originally built in 1961 as an ocean-going tug by J&K Smit of the Netherlands. Known as THAMES III she was in commercial service until 1979. The conversion to a private yacht was undertaken by new owners, an American family, who renamed her "ITASCA". She is one of three built with only ITASCA still in existence. ITASCA's conversion has been very tastefully completed over the years with each owner adding and improving her to make her what she is today. She is a country home on the water with large windows and all amenities, including large gym and sauna.

Basic Information

Category: SHELBY

Sub Category: Conversion

Model Year: 1961

Year Built: 1961

Refit Year: 2017

Country: United States

Helipad: Yes

Dimensions

LOA: 175' 11" (53.60m)

Beam: 34' 10" (10.60m)

Min Draft: 17' 1" (5.20m)

Speed, Capacities and Weight

Cruise Speed: 11 Kts. (13 MPH)

Cruise Speed Range: 13000

Max Speed: 12 Kts. (14 MPH)

Gross Tonnage: 845 Pounds

Water Capacity: 9774.365924 Gallons

Fuel Capacity: 71854.798144 Gallons

Fuel Consumption: 1452.946286 Gallons

Accommodations

Total Cabins: 5

Sleeps: 10

Crew Sleeps: 13

Hull and Deck Information

Hull Material: Steel

Deck Material: Teak

Hull Color: Blue

Hull Designer: J. & K. Smits Scheepswerven
N.V

Exterior Designer: J. & K. Smits
Scheepswerven N.V

Engine Information

Engines: 2

Manufacturer: MAN

Model: Rabl 459, 9V

Fuel Type: Diesel

DETAILED INFORMATION

ITASCA Specification

1. MAIN CHARACTERISTICS

TYPE	◦ Luxury Explorer Pleasure Yacht
HELIPAD	◦ BC130 B4 - upper deck aft (approved by Class in 2011)
BUILDER	◦ J&K Smit, The Netherlands (1 of 3 sister ships)
OFFICIAL NUMBER	◦ 384738
IMO NUMBER	◦ 1002055
TYPE OF REGISTRATION	◦ Pleasure Vessel
VHF CALL SIGN	◦ ZGHI
YEAR	◦ 1961
REFIT	<ul style="list-style-type: none"> ◦ 2017 / 2010 / 2000 / 1994 ◦ 1994: First Owners built the superstructure & ice strengthened the Hull ◦ 2000: Second Owner rebuilt the interior ◦ 2010: Current Owner added the stern thruster in Seattle & upgraded the Helideck to include refueling in Auckland 2011 ◦ 2017: Hull repainted, shaft pulled & 5 year special class survey completed
CLASSIFICATION	◦ Lloyd's + 100 A1 LMC, ISM Code, ISPS compliant, MCA LY3
CONSTRUCTION	◦ Steel Hull & Superstructure, Teak deck
FLAG	◦ Cayman Islands, George Town
ENGINES	◦ 2 x 1,250 Hp MAN – single screw (build in 1961)
CREW	◦ 12 + Pilot for helicopter
GT	◦ 845
NT	◦ 253
HULL COLOUR	◦ Blue
ACCOMMODATION COLOUR	◦ White

2. DIMENSIONS

LOA	◦ 53.60m / 175'10"
BEAM	◦ 10.60m / 34'9"
DRAFT	◦ 5.20m / 17'

3. SPEED & RANGE UNDER POWER

MAXIMUM SPEED	◦ 11.5 knots
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CRUISING SPEED ◦ 11 knots

FUEL CONSUMPTION ◦ 5,500 litres / 24 hours steaming
 ◦ 13,000nm

RANGE ◦ 7,500nm at 11.2 knots @ 168 shaft rpm
 ◦ (about 360 rpm on the ME)

4. CAPACITIES

ACCOMMODATION ◦ 10 x Guests in 5 cabins

CREW ◦ 12 x Crew + 1 helicopter pilot

FUEL ◦ 272,000 litres / 71,855 US gallons

HELI FUEL ◦ 5,000 litres / 1,320 US gallons

FRESH WATER ◦ 37,000 litres / 9,775 US gallons

BLACK WATER ◦ 14,949 litres / 3,896 US gallons

5. ACCOMMODATION

ITASCA's conversion has been very tastefully completed over the years with each owner adding and improving her to make her what she is today. She is a country home on the water with large windows and all amenities, including large gym and sauna.

6. HELIPAD

HELIPAD ◦ EC130 B4 on the upper deck aft
 ◦ The Helideck structure was approved by Class in 2011. Flag requirements for Helicopter landing areas and operations are only applicable to commercial yachts (2,400kg max take-off weight).

HELICOPTER NB: ◦ The helicopter is not included in the asking price

7. MECHANICAL EQUIPMENT

ENGINES ◦ 2 x 1,250 Hp MAN Rabl 459, 9V, Diesel (1961)

ENGINE HOURS ◦ As of Jan 2021 - since circa 1994:
 ◦ Port: 18,833 / Stbd: 18,961

PROPULSION ◦ Single screw

GEARBOX ◦ Lohmann and Stolterfoht

REDUCTION RATIO ◦ 2.22: 1 with maximum shaft speed of 180 rpm

ELECTRICITY ◦ 480V / 100 Amp – 110v (60 Hertz) domestic supply

BATTERIES ◦ 2 x Banks of 24V - 8 Batteries in total (plus GMDSS)

GENERATORS ◦ 2 x 190kW Caterpillar 3406B built in 1995

HARBOUR GENERATOR ◦ 1 x 170kW Caterpillar 3306 built in 1999

GENERATOR HOURS ◦ As of Jan 2021 - since last complete rebuild
 ◦ Port 3406: 9,367 / Stbd 3406: 4,023
 ◦ Night Gen. 3306: 6,828 since last complete rebuild

EMERGENCY ◦ 1 x 25kW Northern Lights NL984 (New 2005)

**GENERATOR
EMERGENCY GEN.
HOURS**

- 30.5 hours (Jan 2021)

AIR CONDITIONING

- Local fan coils in each cabin / area –
- 2 x Blitzer 4N-20.2 compressors / 340'00 BTU – Heinen & Hopman main air handler

**STERN
THRUSTERS**

- Wesmar V2 – 24/26 150 kW (electric)

BOW THRUSTERS

- Wesmar DPC – 200 150 kW (electric)

FUEL FILTRATION

- Alfa Laval MAB-104B

BILGE SYSTEM

- Heli – Sep / Model 500 - J1838

SEWAGE SYSTEM

- Hamann Wassertechnik

STEERING SYSTEM

- Stork Jaffa - Hydraulic – Twin Rams

WATER MAKERS

- 2 x H.E.M. 40 9000 - (15,000 per day each)

DIVE COMPRESSOR

- Bauer C-E3

8. MACHINERY USE NOTES

- Underway ITASCA uses only 1 main engine & 1 generator, the 2 main engines are never used together
- Fuel consumption underway at 11+ knots (1 ME & 1 generator) averages 4,800 litres per 24 hours
- At anchor or alongside only 1 generator is required
- Itasca's main engines are medium speed (380rpm max) commercial style engines which do not fall into modern "service by the hour" schedules as you would find with Caterpillar, MTU, etc. They are typically under constant maintenance and go for years between large rebuilds. Also, as only one is used at a time means 10,000 individual engine hours is actually 20,000 hours underway

9. NAVCOM EQUIPMENT

SATELLITE

- TVRO, VSAT
- Fleet Broad Band
- Iridium Open Port
- SAT C

**SATELLITE
COMPASS**

- Furuno SC-110

SONAR

- Furuno Dual Frequency CH-300

AUTO PILOT

- 2 x Simrad AP80's both fully integrated

GPS

- 2 x Simrad MX612 both fully integrated

GYRO COMPASS

- 1 x Simrad GC80

TOUCH SCREENS

- 3 x Hatteland 19"

VHF

- 1 x Simrad RS90 with 3 slave units
- Pepwave MAX-TST-DUO-US-T - with 2 Antennas -

CELL DATA ROUTER	AX50W
AIS	◦ Furuno FA-150
CCTV	◦ 4 Pelco Cameras, 2 PAL, 2 NTSC
DEPTH SOUNDER	◦ Furuno FE-700
NAVTEX	◦ Furuno NX-500
RADARS	◦ Furuno X-Band FR-2125 ◦ Furuno S-Band FR-2137S
RUDDER INDICATOR	◦ Jastram

10. DECK EQUIPMENT

ANCHORS	◦ 2 x Anchors – 1.3t each
ANCHOR CHAINS	◦ PT chain 5 shackles, STBD 6 shackles
ANCHOR WINDLASS	◦ 1 x Electric 220V DC
CAPSTAN	◦ 1 x Electric 220V DC
STEERING PUMPS	◦ 2 x Teco electric & Mach AEEB
CRANE	◦ 2 x Thringe & Titan SRW 10-22 Cranes – SWL 3 tons (depending on how they are rigged)

11. GALLEY & LAUNDRY EQUIPMENT

BRIDGE DECK PANTRY	◦ ◦ Fridge ◦ Avanti drinks fridge ◦ Fridge ◦ Cool-Tec Walk In ◦ Freezer ◦ Turbo Air MSF-23NM ◦
MAIN GALLEY	◦ Oven ◦ Hobart EC02D-11 ◦ Microwave ◦ Panasonic NN-SD681S ◦ Dishwasher ◦ 2 x Hobart LX3011 ◦ Fridge ◦ Gorenjie R6164W ◦ Freezer ◦
CREW GALLEY & MESS	◦ Maytag RTT1700 ◦ Microwave ◦ Panasonic NN-SU686S

- Dishwasher
- Hobart LX3011

LAUNDRY

- 3 x Miele PT 6065 Plus LP washing machines
- 2 x Miele PT 7136 Plus dryers

1. SAFETY & FIRE PROTECTION

- Novec 1230 fire suppression in the Engine room
- Life rafts
- Fire extinguishers

2. TENDER & WATERSPORT EQUIPMENT

- 28ft Rayglass RIB with cabin - 1999
- 25ft Rayglass RIB with center consol - 2000
- 2 x 18ft Zodiacs MK5-HD. Standard tender (blue/black) - 1999

There are extensive tenders and toys including 2 x Protector ribs, Zodiac craft and more. Her highlight though is her helicopter pad where there is also the benefit of a re-fuelling system which allows her Eurocopter BC130 B4 helicopter (not included in the sales price) to give her unrivaled experience and view of the world.

1. COMMENTS

ITASCA was originally built in 1961 as an ocean-going tug by J&K Smit of the Netherlands. Known as THAMES III she was in commercial service until 1979. The conversion to a private yacht was undertaken by new owners, an American family, who renamed her "ITASCA". She is one of three built with only ITASCA still in existence.

Between 1982 and 1993 she cruised mainly on the west coast of Central and North America. In 1994 the same owners refitted and re-equipped ITASCA from bow to stern giving the accommodation a luxurious feel.

In 1994 she made history as the first motor yacht of her kind to complete a 23 day voyage from west to east through the Northwest Passage when owned by the former US Secretary of the Treasury, William E. Simon. Four months later ITASCA was plowing through the treacherous waters of "Drake's Passage" to Antarctica. During her time there she rounded Cape Horn three times. From Antarctica ITASCA set course for New Zealand and Polynesia.

In 12 months ITASCA had conquered the oceans at the top and bottom of the world and travelled 30,000 miles. Her hull is structurally reinforced and equipped to Lloyds highest standards for her encounters with polar ice making her a very safe boat to travel on.

With a vast range of 13,000 nautical miles powered by the option of two MAN's to a single screw, she has excellent back up and ship-like economical operation. Thoroughly well

maintained, ITASCA is fully in class, Lloyds +100 A1 LMC and Charter compliant although she has only been enjoyed privately.

She has been around the world three times and been owned by three different families including the present owners who bought her in 2007. ITASCA has since been upgraded to include bow thrusters and stern thrusters.

ITASCA is a truly magnificent yacht, excellent at sea and capable of weathering the extremes. For people who really want an adventure and to explore our amazing planet, ITASCA has done it and will do it again in the utmost style which cannot be matched!

Exclusions

Owner's personal belongings.

Disclaimer

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

2_profile ice



3_180712_ITASCA_Sun deck lounge_Hi-1262-credit Quin BISSET



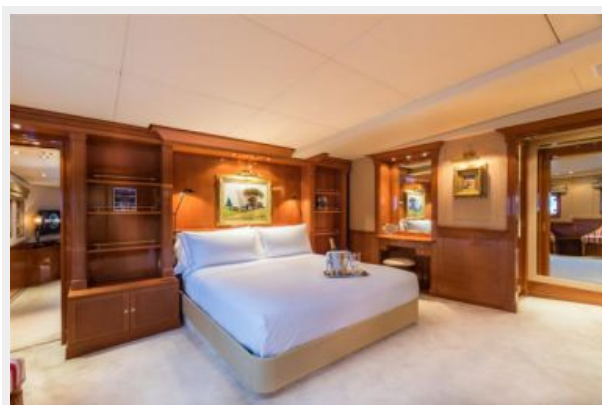
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6_180712_ITASCA_Master stateroom_Hi-credit Quin BISSET-2



7_180712_ITASCA_Owner's area_Hi-credit Quin BISSET-3



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**9_180712_ITASCA_Dining area_Hi-0094-
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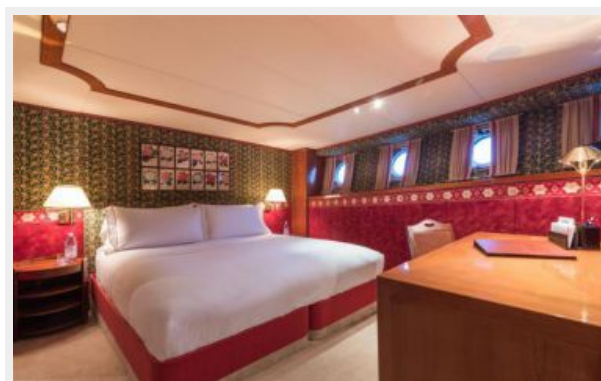
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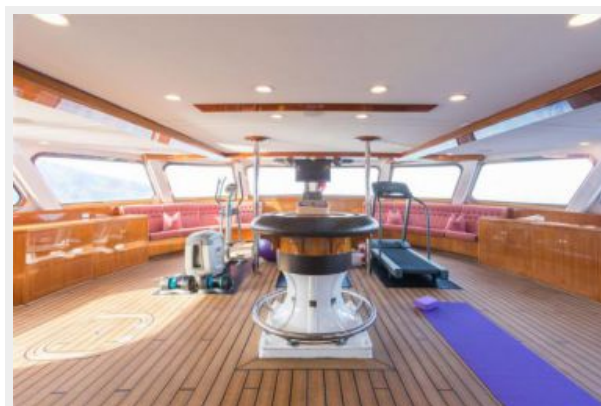
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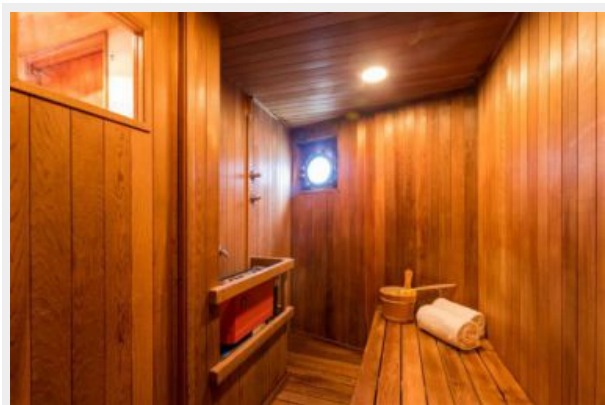
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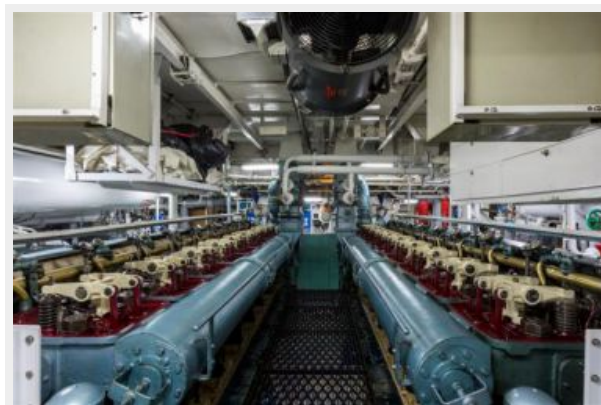
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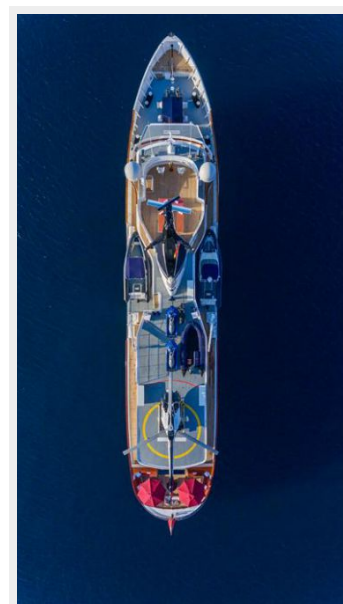
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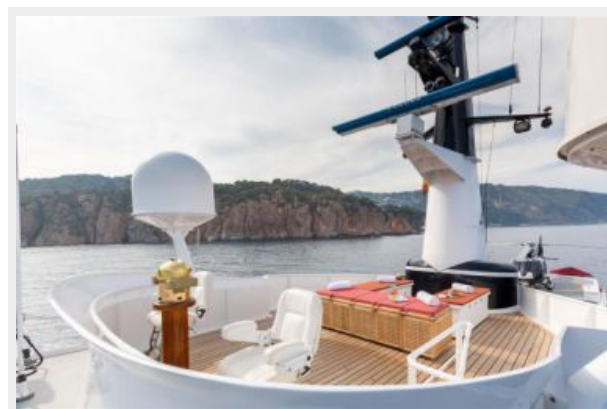
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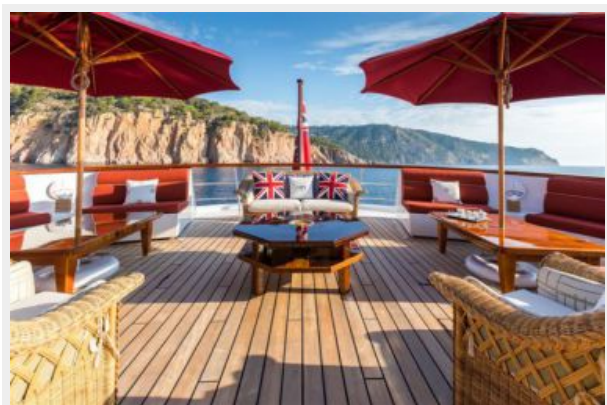
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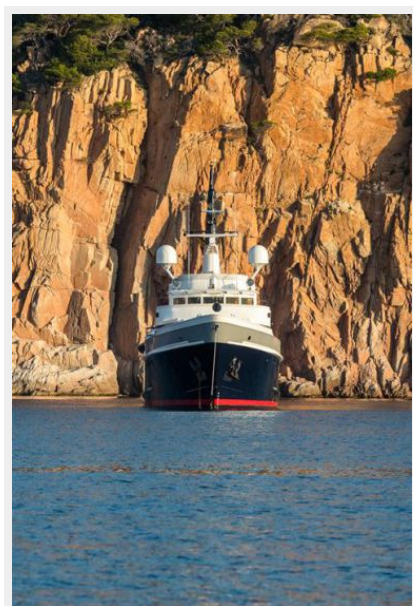
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34_Svalbard (99)



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BISSET_HR**



**38_ITASCA_Hi-0316-credit Quin
BISSET_HR**



**39_ITASCA_Hi-0331-credit Quin
BISSET_HR_C**



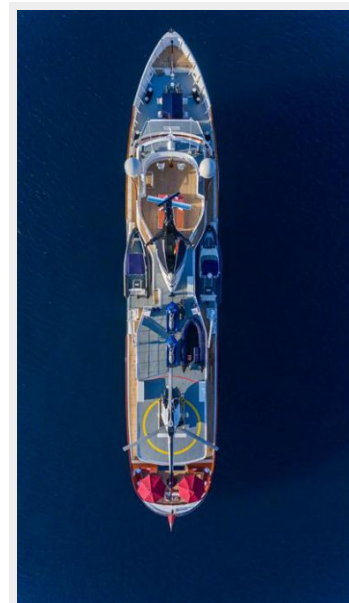
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0026-credit Quin BISSET**



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2_HR**



33_Itasca



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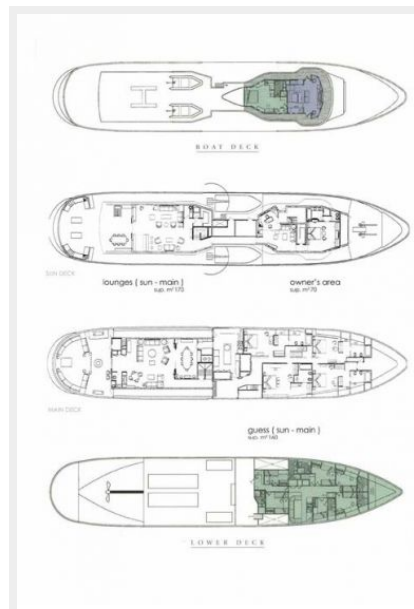
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40_180712_ITASCA_Hi-09357-credit Quin BISSET



41_GA ITASCA



CONTACTS

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