

77FT 2016 REALSHIP 24 METER EXPEDITIO — REAL SHIPS



Builder: REAL SHIPS

Year Built: 2016

Model: Trawler

Price: PRICE ON APPLICATION

Location: Thailand

LOA: 77' 0" (23.47m)

Beam: 22' 4" (6.81m)

Min Draft: 6' 0" (1.83m)

Cruise Speed: 11 Kts. (13 MPH)

Max Speed: 13 Kts. (15 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs. The 77ft 2016 Realship 24 meter Expedition Yacht — REAL SHIPS is available 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 77ft 2016 Realship 24 meter Expedition Yacht — REAL SHIPS 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

Basic Information

Category: Trawler

Model Year: 2016

Year Built: 2016

Country: Thailand

Dimensions

LOA: 77' 0" (23.47m)

LWL: 71' 5" (21.77m)

Beam: 22' 4" (6.81m)

Min Draft: 6' 0" (1.83m)

Clearance: 34' 0" (10.36m)

MFG Length: 77' 7" (23.65m)

Speed, Capacities and Weight

Cruise Speed: 11 Kts. (13 MPH)

Max Speed: 13 Kts. (15 MPH)

Displacement: 230000 Pounds

Water Capacity: 500 Gallons

Holding Tank: 550 Gallons

Fuel Capacity: 5624 Gallons

Accommodations

Total Cabins: 5

Total Berths: 9

Total Heads: 5

Hull and Deck Information

Hull Material: Steel

Engine Information

Engines: 2

Manufacturer: John Deere

Model: 6125AM75

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

General Features

- Luxury yacht built to the highest standards of fit, finish, systems and safety.
- Four or Five Staterooms with private baths and Headhunter Marine toilets
- Pilothouse with helm, settee, pilot berth, desk and day head
- Large aft veranda behind pilothouse with sink or optional grill
- Salon with galley in forward port side
- Master with lofted stateroom amidships on port side
- Hardwood paneled walls and cabinetry
- Owner's choice of interior design and fixtures
- Head room is 2.1 meters through out
- Walk-in full height engine room aft
- Holds the largest Tender in her class
- Large foredeck storage area w/ two PCM doors

Construction

- Ship Constructor 3-D design
- Computer cut pre-primed Steel & Aluminum
- Multiple chine hull form with 32mm chine round bars where plates meet
- Soft/curved hull side plating
- Shaped engine keels with boxed bar skegs protecting propellers and securing rudders , fixed fins forward to protect stabilizers, vessel can sit upright on keel, pods & steel fins
- Keel/Stem – internal & exterior 32mm plate
- Hull bottom 10mm plate
- Hull Side 10 mm plate (between chines)
- Hull topsides 6mm plate (above top chine)
- Deck 6mm plate
- House 6mm aluminum plate
- Engine Stringers 12.5mm plate
- C&C Cut Transverse Frames 6mm with T flange
- C&C Cut Bottom longitudinals 6mm shaped
- Primed interior before spray foamed insulation
- Integral external pipe keel cooling on hull
- Built to Lloyds, ABYC & CE standards
- Water jet cut Detaclad used to weld aluminum pilothouse to steel deck
- Alexseal primers, fairing & paints
- Soundown Vibration damping materials are used throughout vessel to isolate interior wood work from Steel or Aluminum surfaces

Mechanical

- Twin John Deere 6125AFM's Tier Two Power tech 12.5 liter M-1 rating @ 341 hp each, max rpm 1800
- Twin Disc MGX5114SC 3:1 with quick/soft shift & ECU 300 controls
- John Deere Digital Gauges at helm station w/ analog Gauges and engine start in engine room
- Full bodied keel pod form allows for lower engine placement and short straight shafting
- Two 42" by 35" Michigan Nibral Wheels
- Two 38 KW Northern Lights generators w/sound shields
- Soundown engine isolation mounts
- Wesmar hydraulics for 100 hp dual prop bow thruster, Davit & anchor windlasses – hydraulics are driven by PTO's on both transmissions
- Hydraulics offer complete redundancy for power steering, stabilizers, windlasses, bow thruster and deck crane
- Wesmar 16' hydraulic stabilizers fins
- Lasdrop Dripless shaft logs
- Electrically actuated Fuel Valves w/ manual backup Fuel management and transfer system using Alpha Laval Centrifugal Fuel Polisher
- Automatic washdown of dry exhaust at start up (*dry exhaust exits at stainless plate above waterline on each side, water enters before exit*)
- Reverso GP-3013 lube oil transfer for mains & gens
- 60 gallon integral Hydraulic Lube oil reservoir
- 60 gallon integral lube oil reservoir for main engines
- Perko sea strainers for wet generator exhaust
- Northern Lights separators for quiet generator exhaust
- Ten, 24 Volt 2600 Gallon per hour bilge pumps
- Arid Bilge system keeps bilges dry
- Lexan topped sea chests
- Stainless Steel "Ultra Quiet" Mufflers with Jackets
- Delta T engine room ventilation system includes two 15" inch fans for intake and two 12" fans for exhaust, automatic dampers tied to Sea Fire Extinguisher system
- Hydraulic piping and lines are all seamless stainless steel
- Jastram Hydraulic Steering with dual pumps powered by engine PTO's
- Air compressor(s) for Scuba tanks, tools & horn

Electrical

- 230 Volt 50 or 60 Hertz choice of AC power
- Main Distribution panels in Utility room with sub panels in Salon and Pilothouse
- Atlas 37 KVA Power Transformer
- Air Conditioning and Heat includes three 60,000 BTU main Chilling Compressors and 13 air handlers throughout vessel

- 200 amp alternator on each engine
- (2) 100 amp battery chargers
- (2) 45 amp battery chargers
- One 20 amp battery charger
- (2) 2500 watt Sine Wave inverter systems
- 100 amp Shore Power cable with electric Glendinning reel
- 100 amp back up power plug on Transom
- TV & Phone hookups
- 220 Volt 50Hz fresh water pump w/ 24 volt backup

Integral Tankage

- (2) 1950 gallon integral fuel tanks below accommodations, port & starboard
- (2) 680 gallon integral Day tanks, port & starboard, aft of main tanks
- (2) 310 gallon integral Black/Grey water tanks below utility room w/ Headhunter aeration system
- (1) 1200 gallon integral Fresh Water tank forward
- Tank alley below accommodation for easy inspection
- All fuel, water and waste tanks are coated with job specific epoxy paints
- Murphy Fuel Transfer and pumping with electronic fuel valves and manual back-up
- AC Fuel Pump with DC backup Pump

Galley and Salon

- Pacific Coast Marine welded frameless swinging door on Starboard side of Salon
- Large Sliding Pacific Coast Marine door, aft Salon
- Built in Settees and Bar
- Gaggenau Appliances
- TV & Entertainment area
- Built in furniture
- Hardwood planked floor

Pilothouse

- All around visibility
- ½" front PCM frameless, welded windows
- Pantograph wipers w/ 20" blades on 5 windows with washdown
- John Deere Digital Engine Gauges
- Murphy Fuel transfer panel
- Wesmar Stabilizer Controls
- Three Pacific Coast Marine frameless, welded doors w/ dogs

- Built in settee, desk and pilot berth
- Hardwood floors
- Day head
- Built in electronics console
- Electronic helm & wing controls
- Twin Disc electronic controls at helm and wing stations
- Custom steering wheel
- Jastrum Jog steering at helm and both wing stations
- Bow Thruster controls at helm and wing
- Rudder command and angle indicators at helm and wing stations
- Portuguese Bridge full walk around

Deck

- Storage room with two PCM welded doors onto fore deck
- Largest tender space in her class
- Dual Maxwell 4500 hydraulic anchor windlasses
- Dual Maxwell 3500 Warping Winches on aft deck
- Integral stainless dual anchor chutes in Bow
- 4000 lb. Steelhead Marine Davit on Foredeck
- 800 lb. Marquipt Davit on Transom
- Fresh water anchor wash down
- Fore and aft fresh water washdown
- Snorkel type fuel vents
- Boarding gates are aluminum for lightweight safety
- Aluminum radar mast for two open array radars
- Tide ride collapsible boarding ladder attaches port & starboard
- Integral 6" wide rub rail with stainless cap protects boat
- Sampson Post, cleats and hawse pipes are stainless
- Large bulwarks forward
- Stainless bow, stern and side rails
- Painted non-skid with edge borders on exterior decks
- Carlisle & Finch Classic Style Spotlight
- Kahlenberg 3 Trumpet Air Horn

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

Pilothouse (sister-ship)



Salon looking aft (sister-ship)



Salon looking forward (sister-ship)



Galley (sister-ship)



Split-level Master Suite (sister-ship)



Master berth (sister-ship)



Master lounge area (sister-ship)



VIP Guest Cabin (sister-ship)



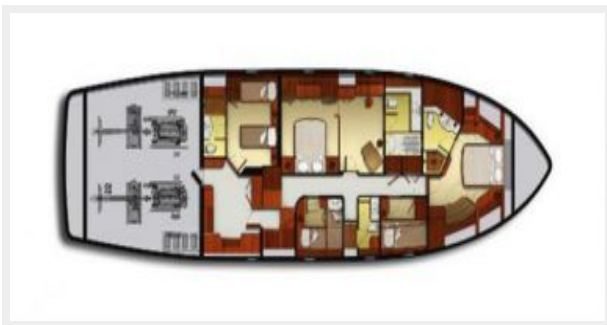
Guest Cabin (sister-ship)



Profile Rendering



Lower Deck (customization available)



Main Deck (customization available)



Wheelhouse (customization available)



Wheelhouse (sister-ship)



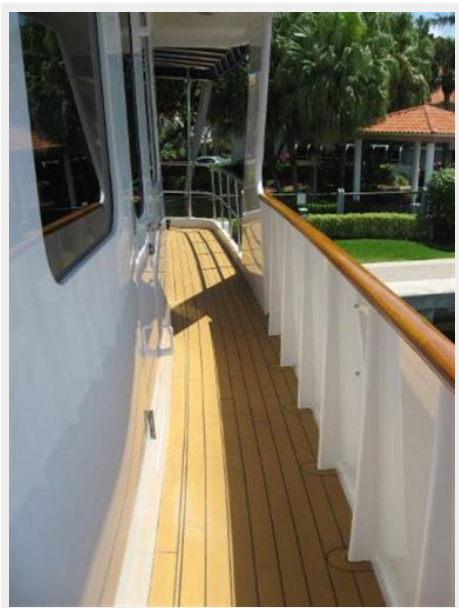
Wheelhouse side deck (sister-ship)



Running Gear (sister-ship)



Wheelhouse side deck looking aft (sister-ship)



Wheelhouse Aft Deck (sister-ship)



Warping Winch aft (sister-ship)



Fin Keels (sister-ship)



Dual Anchor Windlasses (sister-ship)



Engine Room (sister-ship)



CONTACTS

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