

MY ISSUE — MOONEN



Судостроитель: MOONEN

Год постройки: 2001

Модель: Моторная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: Hong Kong

Длина общая: 89' 5" (27.25m)

Ширина: 19' 9" (6.00m)

Мин. осадка: 5' 7" (1.70m)

Крейс. скорость: 9 Kts. (10 MPH)

Макс. скорость: 24 Kts. (28 MPH)

Купить **MY ISSUE — MOONEN** 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.

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ХАРАКТЕРИСТИКИ

Обзор

MY ISSUE launched in 2002 was nominated for the 2002 Super Yacht Society Award. Mulder design with Moonen quality and 25 knots maximum speed with 2000NM range at 9 knots cruising speed. Often referred to as a pocket super yacht MY ISSUE has had two experienced owners. Her second owner returned the yacht to MOONEN in 2008 for a money no object major refit. Relunched in 2009 with all machinery overhauled, new generators fitted and improved and zero speed stabilisers added, nothing was left untouched. Ark Line redesigned the interior to give her a more contemporary look and feel, with a Creston entertainment system, large TV screens and a modern wifi system added. New navigation systems were installed and generally the level of onboard luxury was substantially improved. Due to the zero speed stabiliser requirement, the hull was reinforced and her bridge windows enlarged. The top deck was extended to provide shelter on the lower aft deck. Hull and super structure were stripped to bare metal and referred and painted in Awl Grip. She left Moonen in 2009 a better yacht. Considering the money invested in MY ISSUE and her current excellent condition her asking price of US\$ 2,450,000 is well justified. The price includes a full exterior repaint (scheduled for February 2016), new antifouling and all regular service and maintenance for 2105.

Основная информация

Тип судна: Моторная яхта

Подкатегория: Flybridge with Euro Transom

Модельный год: 2002

Год постройки: 2001

Год обновления: 2009

Вид обновления: major

Страна: Hong Kong

Размеры

Длина общая: 89' 5" (27.25m)

Длина по ватерлинии: 78' 2" (23.80m)

Ширина: 19' 9" (6.00m)

Мин. осадка: 5' 7" (1.70m)

Трапы: 26' 3" (8.00m)

Скорость, вместимость и масса

Крейс. скорость: 9 Kts. (10 MPH)

Дальность на крейсерской скорости: 2000

Макс. скорость: 24 Kts. (28 MPH)

Макс. скорость поворота: 2300 Kts.

Водоизмещение: 189597.54532 Pounds

Чистый вес: 133 Pounds

Вместимость воды: 3000 Gallons

Вместимость сточного бака: 850 Gallons

Объем топливного бака: 16400 Gallons

Размещение

Всего кают: 3

Всего коек: 4

Спальные места: 6

Всего ком. состава: 4

Каюты экипажа: 2

Койки экипажа: 4

Спальных мест экипажа: 4

Комм. состав экипажа: 1

Корпус и палуба

Материал корпуса: Aluminum

Материал палубы: Teak

Комплектация корпуса: Semi-Displacement

Цвет корпуса: Flag Blue

Отделка корпуса: Aluminum

Дизайнер корпуса: Muder Design

Дизайнер экстерьера: Mulder Design

Дизайнер интерьера: Art Line

Информация о двигателе

Двигатели: 2

Производитель: Caterpillar

Модель: 3412 E DI-TTA

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Introduction

Originally built in 2001, MY ISSUE was launched in 2002 and in that year nominated for the 2002 Super Yacht Society Awards. Often referred to as a pocket super yacht, she has formidable pedigree with her Mulder design and Moonen built quality. Her aluminium semi displacement hull was designed for long range cruising at 9 knots but is at the same time capable of 25 knots maximum speed with twin 1400 HP Caterpillar 3412 E DI TTA engines. She is a well proven ocean crossing yacht and her two owners have kept her in an immaculate condition. The current owner had her extensively refitted at Moonen Shipyards in 2008/2009 where nothing was left untouched. She came out a better yacht with structural improvements, replaced and overhauled machinery. Art Line redesigned the interior with much added luxury. Her exterior was completely repainted by the best Dutch yacht painters in the business. MY ISSUE accommodates 6 guests in 3 cabins with up to 4 crew in two cabins. Her current owner likes to upgrade and has offered MY ISSUE for sale. Her asking price is US\$ 3,500,000.00 including all relevant service jobs scheduled for 2015 plus a full exterior repaint and fresh antifouling. Considering the money invested in My Issue and her current excellent condition, she represents one of the best pocket super yachts on the market. Contact Bart Kimman, Central Agent at Northrop and Johnson Hong Kong.

MY ISSUE's Unique Features

The unique features of MY ISSUE may be best summarised as:

- Mulder designed 89' semi displacement aluminium hull with max speed of 24 Knots
- Moonen construction quality with an emphasis on minimal noise and vibration
- Large salon suitable for family / business entertaining (re) designed by Art Line
- Major no money object refit at Moonen in 2008/2009
- Zero speed stabilisers (Naiad) added in 2009 with relevant structural enforcements
- Substantial upgrade to navigation systems (2016) including Flir night vision equipment
- Full service and upgrades to the electronics by Thijssen Elektro (2016)
- Professional exterior repaint by American Yacht Painting (Alexseal) (2016)
- New antifouling (2016)
- Full Caterpillar service (2016)
- Williams 445 tender (new 2015)
- 2000 NM range @ 9 knots cruising speed

Overview of the vessel

Main Deck:

- Large salon with seating either side, a pantry/bar and forward dining area with a dedicated owner's cabinet for office equipment
- Large professionally equipped galley to starboard
- Spacious wheelhouse equipped with all conceivable navtronics for serious passage making
- Large fully covered aft deck (deck extension 2009) with built in seating accomodation
- Subbed on foredeck as well as working area for twin anchor windlasses

Lower Deck:

- Crew mess and two crew cabins forward.
- Day head and storage area.
- Twin guest cabin to port, double guest cabin to sb, both with ensuite bathrooms
- Large full beam master suite aft with large bathroom and walk in cabinet
- Large Engine Room
- Spare parts storage aft sb side, area for a variety of sports equipment area and sauna/shower on port side.
- Large swim platform, swim steps and hydraulic passerelle

Top Deck:

- Large top deck / flybridge
- Aft a hydraulic crane for launching Williams 445 (new 2015) and Jetski (new 2016)
- Storage for boards and other water toys
- Lifteraft (2x)set-up
- Satellite domes and Arc for navigation and communications equipment
- Large seating area forward to port. Barbecue , fridges and serving area to sb.
- Full duplication of navigation at flybridge steering station
- Large folding bimini

Engine Compartments & Equitment

The engine room is well laid out with all equipment accessible for maintenance and service:

- twin Caterpillar type 3412 E DI-TTA, @ 1400 HP (1045KW). 8000 hours
- twin Kohler Gensets : (new 2009) 26KW @ 1500RPM,
- aircon: Clima marine air-conditioning, 3 units with 14 chillers
- watermaker: Hem, 180 L/Hr
- fuel system: Racor with oil water separator

- fire prevention: Fire Pump and CO2
- shore power converter: ASEA 170-400V, 50&60 Hz

The 2009 refit left nothing untouched and all machinery was either professionally overhauled or replaced. Since the refit all machinery has been regularly serviced and maintained to keep My Issue in top running condition as presented today, ready to go.

History

The history of MY ISSUE started in 2001 when she was built at Moonen Shipyards in the Netherlands. Her first owner wanted Moonen quality with speed. Mulder design created a semi displacement, round bilged hull which combined long distance cruising (2000 NM range) with a speed range up to 25 knots. Moonen constructed her completely in aluminium to save weight and to minimise vibration and noise levels they used flexible machinery mounts, floating interiors, complete structural insulation and specific propshaft settings. All panelling and built-in furniture are hand-joined of light weight cherry veneer acting as backdrop to letter and stainless steel furnishings. Her current owner acquired her in 2005 and has used her as a private family yacht ever since, cruising her from the higher latitudes North to the tropical latitudes of SE Asia. In 2009 he undertook a major money no object refit to modernise and upgrade MY ISSUE to his personal wishes. There were structural upgrades, an interior makeover, life style improvements and a new navtronics and communications equipment. Zero speed stabilisers were fitted which required structural hull reinforcements. New Kohler gensets were fitted to deal with the additional hydraulic equipment. The extensive refit at Moonen Shipyards in the Netherlands took one year and improved on what was already a very good motor yacht. During the winter 2015/2016 MY ISSUE underwent a mini refit including a complete upgrade of the electronic and navigation equipment, full service/overhaul to all on board mechanical and hydraulic equipment, an exterior repaint, new antifouling, improvements to the teak decks and complete revarnishing of the cap rails. My Issue is a proven long range passage maker fit and ready to please a new owner.

HULL and DECK

My Issue has been annually lifted out of the water for under water inspections and maintenance. The current owner is meticulous about the exterior finish of the yacht and had her repainted every 3 years. Her exterior was completely (bare metal) repainted during the refit at Moonen in 2009. In 2012 her topsides and superstructure were repainted and touched up (Jade Shipyard Taiwan). In 2016 Hull and Superstructure were repainted by American Yacht Painting Inc changing her colour back to white. Likewise her bottom has been meticulously maintained. Annual out of the water inspections and full service to all seacocks, trough hull fittings, sacrificial anodes, props, propshafts and seals, bow thruster, stabilisers and antifouling. All decks are laid

with Burma Teak (new 2009). A new owner will find MY ISSUE in a superb condition throughout.

DECK GEAR and FITTINGS

- twin hydraulic Muir Anchor windlasses
- twin galvanised anchors one with 100M, the other with 80M galvanised chain
- twin Muir capstans on aft deck
- stainless steel bollards
- teak cap rails
- hydraulic tender crane
- hydraulic passerelle
- Williams jettender
- Jetski
- Bimini with heavy duty stainless steel frames
- Aft deck rain dodgers with clear windows
- large inflatable fenders with covers (new 2015)
- New mooring lines (new 2016)

ENTERTAINMENT SYSTEMS

During the 2009 refit an entirely new entertainment systems was fitted:

- Creston: Sound, Kaleidoscope, Blu-ray
- Large flatscreen TV in Salon
- Flatscreen TV in owners & guest cabins
- Sound system: Bose
- Wireless connections throughout the yacht
- On board computer system

GALLEY EQUIPMENT

In the refit of 2009 the Galley moved from port to starboard and in the process was completely rebuilt and re-equipped with professional equipment including:

- Cooker: Miele
- Oven: Miele
- Extractor Fan: Miele
- Microwave: Miele
- Fridge freezers: Gaggenau

The aft door in the Galley gives access to a bar/pantry to be used to serve F&B.

ELECTRONICS & NAVIGATION EQUIPMENT

During the 2009 refit the bridge of MY ISSUE was completely rebuilt. The front window line was raised with new windows fitted to increase forward visibility. New twin pilot chairs were installed and a new desk was fitted with most navigation systems replaced or upgraded. The on board computer system was overhauled with increased functionality to accommodate the higher level of electronics on board. In 2016 all navtronics were replaced with Simard equipment. All electronics were serviced and where relevant overhauled by Thijsen Elektro from the Netherlands.

TENDERS & WATERSPORTS EQUIPMENT

MY ISSUE is equipped to carry a variety of watersports toys. On the lower deck the stern door gives access to a recreational area where a variety of toys may be stored including fishing gear, dive compressor and dive tanks and equipment. On the top deck the hydraulic crane allows to store tenders and jet skis on the tender deck. Currently the Willams Jettender 445 is the principal tender on board.

Contact

Central Agent: Northrop and Johnson Asia, Hong Kong office Yacht Broker: Bart J. Kimman, MYBA Member Office Contact: Charmian Siu

Refit 2009

MY ISSUE 2009 refit, copied from Boat International

Rarely has a motoryacht of 27 metres been refitted to such a high standard: The owner of the Moonen *My Issue* is so enamoured that he brought her halfway round the world for a comprehensive makeover. Originally launched in 2001, *My Issue* was acquired by the current owner in 2005. Having used the yacht extensively for three full years he was looking to make *My Issue* more suitable to the often demanding local climate in which she predominantly cruises.

The brief was to add value at every opportunity without exceeding the break-even point where it would have made more sense to build a new yacht.

The five original small windows in the wheelhouse have been replaced with three larger ones. In addition to giving a more modern guise to the exterior profile, this new arrangement has radically enhanced the views from the helm.

Further significant structural alterations have been made to the stern area of the yacht. Initially straight and pretty steep, the staircase connecting the swim platform with the

main deck has been given a new curvaceous form and is much easier to use (one of several ways that the needs of young children have been taken into account in the refit).

The main deck aft area has been transformed for a largely unused space into a dedicated outdoor relaxation zone for specific seasons of the year. The original stern bench was converted into a sunbathing area, with locker storage underneath the pads. A new bench has been built in further forward, lined up with the curve of the flybridge above, which has itself been extended by one metre. A special canvas tent structure, complete with windows, allows people to sit outside in spring and autumn.

Entering the interior via the new electric sliding doors from Moonen sister company Inoferro, it is hard to imagine that the entire main deck was stripped to the metal. The only survivors from the original *My Issue* are the wooden mullions and the window frames. A major rearrangement moved the galley from the port to the starboard side and close it off so that the crew can work without disturbing owner and guests. Eight people can now sit down to eat in a central social dining area thanks to the cool curved wall, while a small bar has been added aft of the galley.

Furthest forward in the lounge is a small office area for the owner, which connects to the entirely renewed wheelhouse. The benefits of raising the woodwork frames 10 cm higher are instantly apparent in this bright space, where all the systems behind the new dashboard have been rewired and upgraded. On the port side the stairs descending to the lower deck have been reshaped. Previously a steep access, with a 90-degree turn at the bottom, this rounded and more spacious flow involved cutting out a section of the superstructure.

Forward on the lower deck, the crew/captain cabins have been made much lighter, as have the guest and children's suites. A more fundamental change is the installation of a new day toilet in the place of the original laundry, which has been shifted to the crew area. Under the floor are four additional fuel tanks, giving *My Issue* an extra 2000 litres of fuel and an extended range.

Aft of the stateroom is the engine room, which is exceptionally well insulated and another area that was stripped (with the exception of the main engines). Moving everything out via the lazarette necessitated cutting out part of the bulwark next to the door frame. The entire engine room was then completely repainted before all the new equipment and refurbished technical systems were returned, with upgraded hydraulics and a revised electrical system that includes a new shore converter. These core changes, along with a well-planned installation of synchronic 28-kW generators, made possible the addition of VT Naiad zero-speed stabilisers.

One thing often leads to another on a refit, which is why the experience of a yard is so priceless. The decision to increase generator capacity made the previous electrical switchboard obsolete so an all-new system was installed. As this was too large to fit in the engine room itself, a new engineer's control room was created in the lazarette.

Also a sauna is added in this area with a rain-shower and direct access to the swim platform for a refreshing dip.

It is perhaps these two additional items, one serving an engineering purpose, the other purely leisure-oriented, that capture why this refit works so well: Like several other features, they belie the size of the yacht. Add in the fact that, the Caterpillar engines and navigation systems aside, *My Issue* is technically equivalent to 'as new', and you have serious value for money.

Исключения

При продаже яхты исключаются личные вещи владельца.

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ФОТОГРАФИИ







КОНТАКТЫ

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Время работы

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Воскресенье: **Закрыто**

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