

PHOENIX — DAVIE SHIPBUILDING LTD



Builder: DAVIE SHIPBUILDING LTD

Year Built: 1973

Model: Expedition Yacht

Price: PRICE ON APPLICATION

Location: United Arab Emirates

LOA: 130' 0" (39.62m)

Beam: 30' 0" (9.14m)

Min Draft: 10' 0" (3.05m)

Max Draft: 12' 6" (3.81m)

Cruise Speed: 10 Kts. (12 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 **Phoenix — DAVIE SHIPBUILDING LTD** 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 **Phoenix — DAVIE SHIPBUILDING LTD** 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

PHOENIX was built as a robust steel North Sea trawler at Davie Shipyard in Quebec, Canada where she fished successfully for 30 years. PHOENIX then went thru a 5 year \$10m+ extensive rebuild at Rockland Marine in Maine. Everything was stripped and replaced or renewed with new equipment and a yacht interior.

The current owners purchased PHOENIX in Portsmouth, Virginia and delivered her to Malta where they made more substantial improvements including installing a drone deck and using PHOENIX over the past three years to rescue over 33,000 refugees off the North Coast of Africa. Last year PHOENIX steamed from Malta to the Bay of Bengal (Myanmar) for more humanitarian efforts.

PHOENIX is in commercial class; has a 6,000+ nm range. Technically, she is superb and cosmetically she is ready to go. Note in the specification all of the 2014 - 2016 improvements (refit) as well as the 2006 conversions. Now PHOENIX is berthed in Dubai ready for new global expeditions.

Basic Information

Category: Expedition Yacht

Model Year: 1973

Year Built: 1973

Refit Year: 2016

Refit Type: Total

Country: United Arab Emirates

Vessel Top: Enclosed P.H. W/Sundeck

Dimensions

LOA: 130' 0" (39.62m)

Beam: 30' 0" (9.14m)

Min Draft: 10' 0" (3.05m)

Max Draft: 12' 6" (3.81m)

Speed, Capacities and Weight

Cruise Speed: 10 Kts. (12 MPH)

Cruise Speed Range: 6000

Max Speed: 12 Kts. (14 MPH)

Gross Tonnage: 495 Pounds

Water Capacity: 4854 Gallons

Holding Tank: 2500 Gallons

Fuel Capacity: 21134 Gallons

Fuel Consumption: 27 Gallons

Accommodations

Total Cabins: 4

Total Berths: 13

Sleeps: 13

Total Heads: 5

Crew Cabin: 6

Crew Berths: 9

Crew Sleeps: 9

Crew Heads: 4

Hull and Deck Information

Hull Material: Steel

Deck Material: Steel

Hull Configuration: Full Displacement

Hull Finish: Steel

Hull Designer: Davie Shipbuilding

Interior Designer: Chuck Payne

Engine Information

Engines: 2

Manufacturer: Caterpillar

Model: 3512 and 353

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Introduction

PHOENIX was built as a robust steel North Sea trawler at Davie Shipyard in Quebec, Canada where she fished successfully for 30 years. *PHOENIX* then went through a generous '04 - '08, \$10m+ extensive rebuild at Rockland Marine in Maine. Everything was stripped and replaced or renewed with new equipment and a yacht interior. *PHOENIX* retains her utility orientated, commercially capable, explorer appeal. The current owners purchased *PHOENIX* in Portsmouth, Virginia and delivered her to Malta where they continued to make substantial improvements including installing a drone deck and using *PHOENIX* over the past three years to rescue over 33,000 refugees off the North Coast of Africa. Last year *PHOENIX* steamed from Malta to the Bay of Bengal (Myanmar) for more humanitarian efforts. This long range vessel is suitable for Expedition/Research/Sub-Tender/Adventure Yacht, ice sheathed with a potential range of half way around the world. Huge crane, A frame available and deck space allow for vast research and/or tender/subs/toy deployment and storage. AvGas/drone compliant, heli-deck options. *PHOENIX* is in commercial INSB class. Consumption of main engine + 1 - 100 kw generator at 9 knots is 104 liters/27 gallons per hour. Technically, she is superb and cosmetically she is ready to go able to perform many functions, including a great globe trotting yacht. *PHOENIX* accommodates 22. Note in the specification of the 2014 - 2016 improvements, they are only the latest of the good life of a distinguished ship with many more adventures ahead of her. Now *PHOENIX* is berthed in Dubai ready to continue her global expeditions.

Accommodations

On the main deck there is a salon and guest dining area with doors port and starboard leading out to the main deck and aft to the research lab, which opens onto the aft deck. Forward of the salon, to starboard, are three guest staterooms, 1 with queen bed, 2 with 4, each with private baths. The galley and mess are on the main deck to port. The next deck up, behind the wheelhouse is the Owner's Suite with a queen berth and day bed, hanging lockers and plenty of cabinets, a private bath with a tub and a very pleasant, separate office, which has a door leading to the Upper Aft Deck. On the same deck, but forward of the wheelhouse, is a Junior Suite, consisting of a queen cabin and single cabin, sharing a head with a private entrance on deck. The junior suite is currently being used for captain and 1st mate. The interior is finished with cherry, maple and mahogany paneling or insulated panels and trim, center bead paneling overhead or, in some of the work spaces, sheet metal paneling overhead, all with recessed lighting. In the wheelhouse, the helm console, chart drawers and cabinets are finished in mahogany. *PHOENIX* has been completely sanitized since humanitarian activities. Owner's cabin: sleeps 3 Captain's cabin: sleeps 1

Chief officer's cabin: sleeps 1 Chief engineer's cabin: sleeps 1 Guest cabin #1: sleeps 2
Guest cabin #2: sleeps 4 Guest cabin #3: sleeps 4 Crew cabin #1: sleeps 2 Crew cabin
#2: sleeps 2 Crew Cabin #3: sleeps 2 Sleeps 22 in total. There have been as many as
400 on board.

Galley

Large galley containing built-in benches with seating for 15 plus flat screen TV, DVD and stereo to port on the main deck. There is a True double door, stainless refrigerator and freezer unit, a Kitchen Aid dishwasher, New Broan range, Sharp microwave and Bosch oven. The galley is finished with cherry cabinetry, Corian countertops and rubber deck tiles.

Machinery

MAIN ENGINES

Caterpillar 3512 rated 1200 hp, manufactured in 1988, zero hour rebuilds in 2006 and 2014, total hours 12,371 as of Jan. '18 & Caterpillar 353 rated 420 HP zero hour rebuilds in 2006 and 2015, total hours 1,368 as of Jan. '18. Father & Son engines which are connected to a common gear box with separate Eaton Air Clutches for engagement. **Work carried out 2014 and 2016:**

- Overhaul of main engine – by Maker's technician (9,000 hours from overhaul)
- Overhaul of aux diesel engine – by Maker's technician (1,000 hours from overhaul)
- Tailshaft withdrawn and calibrated. Hub & blades overhauled and assembled with new seals (March '16)
- Rudder disconnected. Rudder mechanism overhauled, new hydraulic pipes and vales installed. All clearances recorded. All assembled back with new seals. (March '16)
- Propulsion gearbox – completely stripped down and rebuilt by Maker with new bearings
- Full electrical insulation test carried out on all electrical motors. (March '16)
- New compressed air system, including compressors
- New fire, ballast, and bilge pumps;
- New anchoring arrangement installed, including new port & stb windlasses, new anchors and chains together with new chain lockers (Jan '16).
- Bow Thruster motor serviced by Maker's technician, stem re-chromed to original state, all seals changed. (Feb 2016)
- Original keel coolers removed and replaced by heat exchanger (Feb 2016)
- Oil water separator serviced and certified (May 2014)
- New exhaust system and lagging fitted (May 2014)

Propulsion

The vessel's propulsion system consists of a main and auxiliary engine (Father and Son) coupled to a common gearbox, driving a single variable pitch prop. Both are fed by separate fuel and control systems for safety and redundancy of the propulsion system.

Consumption of main engine and 100kW generator at 9 knots is 104 liters per hour.

Propulsion shaft was withdrawn and propeller hub dismantled. Shaft and bearings calibrated and all assembled back with new seals in March 2016.

The "Father" main engine is a Caterpillar 3512 with 1,200 horsepower at 1200 max rpm, 1988. The "Son" engine is a Caterpillar 353 with 420 horsepower. The two engines are solid mounted, side-by-side, on welded steel beds.

Gear

The gear is a (rebuilt 2014) Lufkin 6600. Each engine has an Eaton Air Clutch for engagement. The gear turns at a single constant speed, with engines set at operating RPM, turning a steel 8" shaft with six bearings and a variable pitch propeller. The stern tube is a gravity fed oil filled tube. Shaft pulled Spring of 2016 with entire drive train renewed.

The Lipps propeller, with Kort nozzle, was reconditioned 2016, new propeller blades were added and is outfitted with Lipps electronic controls. There are three steering stations. The bridge, two bridge wings, all new in 2005. The steering gear is of Rolls Royce Tjeneford manufacture, completely rebuilt in 2016. Power for the steering system is supplied by two independent hydraulic power units, mounted port and starboard of the steering quadrant. Either one or both may be used to power the unit at any time; they may be switched over with no loss of steering function. The rudder post is 6" steel.

Tankage

FUEL TANKS 80,000 ltrs/21,134 gallons FRESH WATER TANKS 18,374 ltrs/4,854 gallons HOLDING TANK 9,463 ltrs/2,500 gallons AVGAS TANK 900 ltrs/238 gallons (installed in 2014 & fitted with approved Electric Pump)

Fuel System

Three tanks, one in the bow, two in the lazarette, are integral with the hull. The total fuel

capacity is approximately 80,000 liters/21,134 US gallons. Each tank wall has an inspection manhole and all have been inspected during drydock in 2016. Each tank has a 2" deck fill pipe and a deck vent. The fuel system is hard piped to the engine room with a manifold valve system and a 480 VAC transfer pump. The engines run off, and return to, the forward tank. Fuel can be transferred to and from the aft tanks. An emergency mechanical shut-off is installed in the forward guest quarters above. A second shut-off is installed in the starboard deck locker, outside of and above the engine room. The fuel lines are hard piped to the fuel filters at each engine then USCG Type A-1 hose is used from the filters to the engines.

There are two additional tanks in the stern of the vessel that were converted to ballast tanks in 2009. These tanks could be reconverted to fuel tanks with minimal changes. The total approximate 53,000 liters/14,000 US gallons.

Fresh Water System

Two tanks are integral with the hull. Starboard tank holds 11,806 liters/3119 US gallons and the port tank holds 6,567 liters./1735 US gallons. Both tanks have been opened, sand blasted, and painted with Amerilock 400. 3 pumps serve as primary pumps. Freshwater can be piped directly on board. Hot water is provided by a Bock diesel fired hot water heater, (new unit and exhaust stack 2005). The freshwater system is supplemented by a reverse osmosis Aqua Whisper 220 VAC water maker (new 2005). The unit is capable of making 6,813 liters/1800 US gallons of fresh water per day.

Sanitation

Head Hunter Tidal Wave, 240 VAC, Marine Sanitation Device with a 4,353 liters/1150 US gallons, polyethylene, holding tank, set in welded chocks in the bilge. 3,974 liters/1050 US gallons and 1,135 liters/300 US gallons polyethylene tanks set in welded chocks in the bilge, for gray water with AC pump for overboard discharge. "Phoenix" is equipped with eight full bathrooms with Head Hunter toilets, sinks, and showers, Day Head. (All equipment, tanks, fixtures, and PVC plumbing are new 2014). The Head Hunter sanitation device is capable of cleaning black water to enable overboard discharge.

Flight Deck

CONSTRUCTED: 2014 LENGTH: 9m WIDTH: 11.40m DECK LOAD CAPACITY: 1 tonne per square metre MATERIAL: Aluminium The flight deck is currently configured for drone operations. There is a 900 ltrs/238 gallons avgas tank with approved certificates. There have been 400 people on the flight deck which is about 26 tons. Class is being consulted on maximum helicopter rating.

Bowthruster

Thrustmaster, 250 HP, retractable bow thruster with Kort Nozzle. The unit rotates 360 degrees and can pull the vessel at 3 knots and serves as a 3rd back up “get home” propulsion. The unit is powered from a front mounted PTO, with HPD gear and triple pumps, on the “Son”. The system has a separate oil reservoir tank, and raw water oil cooler with a Flomax #8 pump. There is a 240 VAC emergency pump to retract the unit if there were a failure of PTO. The thruster has operating controls at all four steering stations. It was completely rebuilt in March 2016. There is a separate electric/hydraulic unit in the lazarette that can independently operate the bow thruster and all other hydraulic functions on board without the son engine..

Construction Overview

Originally Lloyd’s classed, the hull is welded 3/8” steel plates over 3” x 5” x 5/16” steel angle frames set at 18” on center and ice sheathed. There are five structural bulkheads and 12 longitudinal stringers of 3” x 4” x 5/16”. There are side stringers of 3” x 9” x 9/32”. The frames are welded to each stringer. The hull is insulated with foil faced fiberglass insulation. There are 10” and 14” sea chests and three decks of 9/32” steel plate. New steel pipe 42” high rails have been installed around all deck spaces.

Hull

Work carried out 2014 and 2016 Full class renewal surveys completed and Certificate of Class issued (Mar '16) Full ultrasonic thickness measurements carried out and report issued (Nov '15) Testing of hull and decks steel repairs completed to class requirements (Jan '16) Underwater and topsides hull completely blasted and recoated – SIGMA Alphagen 650 (Feb '16) Fuel, lube-oil, sewage and freshwater tanks cleaned and inspected. All sea valves overhauled/renewed and tested (Feb '16) All anodes replaced. New Avgas tank installed Bathing platform rebuilt Fwd port and stb fresh water tanks blasted and painted (Jan '16) Both port and stb fish holds blasted and painted (Mar '16) Bilges blasted and painted (Mar '16)

Deck Hatches and Watertight Doors

There is a raised watertight scuttle hatch for the forward locker. There are two deck scuttles from the engine room and crews quarterdeck to foredeck. The engineering deck has a 3’x3’ deck hatch, up to the main deck and two Freeman hatches to the starboard bilge. The port bilge has a steel door and short ladder. The lazarette has a raised scuttle hatch. The engine room has three watertight doors, one from the main deck and one from the engineer’s tool room. The main deck and upper deck have a

total of five steel doors to the side decks. There are 6 watertight doors, new in 2006, plus one in the transom.

Ventilation

All cabins and common areas equipped with air conditioning, reverse cycle heat and Aqua Air control pads. The HVAC system is comprised of 4 x 36,000 BTU Dometic units (new 2014). The engine room has powered ventilation renewed in 2016 with two 14" x 54" deck openings with manual dampers. The exhaust stacks are also power vented from the engine room to vent screens at aft side of stacks. All bathrooms have extractor fans.

The galley has powered ventilation over the stove to the outside of the vessel. All cabins, from the main deck up have bronze portholes, Diamond Sea Glaze windows and Joiner System steel doors.

The wheelhouse has bronze portholes, doors on each side, and Diamond Sea Glaze windows aft. The Owner's Suite has sliding Diamond Sea Glaze windows.

Electronics & Navigation

MF/HF Transceiver: FURUNO / FS-1575 / 3592-1422 MF/HF DSC encoder: FURUNO / FS-1575 / 3592-1422 MF/HF DSC watch receiver: FURUNO / FS-1575 / 3592-1422
INMARSAT: FURUNO / FELCOM-18 / 3598-7603 VHF No. 1: FURUNO / FM-8800S / 3565-4882 VHF No. 2: FURUNO / FM-8900 / 4504-3176 VHF DSC encoder: FURUNO / FM-8800S / 3565-4882 VHF DSC watch receiver: FURUNO / FM-8800S / 3565-4882
Handheld VHF (GMDSS 2-WAY) x 2 ENTEL / HT649 GMDSS / JHS07258, JHS 07296
EPIRB: MCMURDO / G5 Smarthfine Plus / 15869 NAVTEX: FURUNO / NX 500 / 8522-7323 GPS: FURUNO / GP-150 / 6446-1978 AIS: FURUNO / FA-150 / 004509 RADAR NO 1: FURUNO / FAR-28X7 / 4317-0280 RADAR NO 2: GARMIN / GMR 18HD / 1792A-GMR18 INMARSAT EGC: FURUNO / FELCOM-18 / 3598-7603 GYRO COMPASS: SIMRAD RGC 50 ELECTRONIC COMPASS: SIMRAD

NEW ELECTRONICS 2014 and 2016: Completely new radio installation to commercial vessel standards for GMDSS Areas A1, A2; BNWAS – Bridge Navigation Watch and Alarm System AIS – Automatic Identification System Depth sounder and speed log New Seatel Satellite System with Wifi throughout CCTV System Wind Speed/Direction Indicator

Electrical System

The vessel has had the entire electrical system removed and replaced with new 2005

equipment, breaker panels throughout the vessel, and stranded copper wire. 480 VAC system with transformers for 240 and 110 VAC. There is one Caterpillar 320 KW generator attached to a Caterpillar 3406 engine 2006, total hour 4,656 as of Jan. '18. Two Northern Lights 99 KW generators (2005) with 12 volt start each having separate 12 VDC 8D batteries in approved boxes. Generator #1 total rebuild June 2018. Generator #2 total hours 9645 as of Jan. '18. The exhausts are dry stacks with drains and heat wrap running to the exhaust Towers (2014). All new (2005) stranded copper wiring and breakers panels throughout vessel. All heads and wet areas have GFI plugs. 480 VAC 60Hz 100 amp shore power connectors with main breakers, ship/shore selector safety switch. 12 and 24 VDC systems for electronics and emergency lights throughout vessel. There are 4 battery chargers under the Wheelhouse: 1 X 12 V 40 Amp 1 X 12 V10 Amp 2 X 24 V 25 Amp

There is 1 battery charger in the Engine Room: 1 x 24 V 25 Amp

The dual filament navigational lights are equipped with a monitoring panel in wheelhouse. The vessel is wired with recessed lights and 110 outlets in all staterooms, cabins, galley and salon. 220VAC is available in the Work Room; Crew Lounge; Galley; and on Deck. The vessel has AC flood lights on all weather decks.

Video Equipment

- 16 channel analog DVR recipe of 2 TB hard disk, which connects total 16 cameras, (all pro mariner) including 2 PTZ 360° movable cameras.
- Dual stream video compression; all channel real time.
- HDMI/VGA simulation video outputs.
- Real-time playback, Smart search, support multibrand camera, Panasonic, Pelco, Samsung, Sanyo , Sony , vevo attack etc.support 1 sata HDD up to 6 TB. 1 USB 2.0
- Multiply network monitoring web viewer CMS DSS smart PSS and smart phone DMSS.
- Advance intelligent function: trip wire intrusion abandoned missing detection alarm.
- 21 inch screen on the bridge, Wi-Fi connection abilities from all screens smart TV on board(5 Sony 4K)
- DVR abilities are to contain at least one full month plus, all recorded activities from the 16 channels in.
- On line control and view abilities off shore and on shore control abilities, Smart phone control, search, PTZ and visual. (Via Internet).
- All 16 camera include PTZ cameras have infrared (IR) abilities day a and night view.

Internet Connectivity and WiFi System

PHOENIX is equipped with a Sea Tel 6012 TxRx Antenna system including:

- 1.5m Ku-band Antenna
- Comtech 15 Watt BUC
- Swedish Microwave
- Quad band LNB
- IDirect Evolution X5 Satellite Router
- Times Microwave LMR-600
- Times Microwave New type Mate connector
- Cisco Analog Telephone Adapter
- The Wifi is provided by 8 Peplink PepWave AP one wireless access points which are all controlled by the Pepwav dual WAN router
- The Inmarsat Sailor Fleet Broadband 250 provides a backup system for phone and internet connection.

Other

Work carried out in 2014 and 2016: New fire detection system installed New air-conditioning system installed Galley hob and oven renewed New bilge alarm system

Firefighting

Two Flo Jet 8 480VAC run off any generator or shore power. Both pumps are also used for bilge pumping with crossover valve manifold. There are firefighting stations at: the foredeck, engine room, main deck at engine room door; aft deck, aft crane deck and tool room. Each station is equipped with 100' or 50' hose and nozzle. A diesel powered emergency fire pump is located in the lazarette. The engine room has a fire suppression system with four 100 lb carbon dioxide cylinders with automatic release switches and a manual release at engine room door on the main deck. There is a general alarm system with activation switch in wheelhouse.

The vessel carries 31 ABC various sizes of portable fire extinguishers.

Safety

Life rafts : 25 person x 2 Lazilas 15 person x 2 Lazilas

- EPIRB : Mc Murdo 406
- SART: ACR Pathfinder 3
- Immersion Suits: 24 Stern/Narwhal/Lazilas

- 2 fireman's outfit with BA sets: Dragar/Sabre
- Inflatable lifejackets: 12 Lazilas
- Fixed emergency fire pump
- NFS -320 Notifier by Honeywell integrated alarm system with 57 heat and smoke sensors
- 24 Volt emergency light system
- Emergency battery system for critical bridge equipment

Deck Equipment

- New 2005, Palfinger Marine PK 60000M hydraulic crane rated at 20 ton max lifting, 6,000 lbs at sea. The base is mounted on a 9/16" x 36" steel column that runs from the crane deck, down through the main deck, engineering deck and welded at all bulkheads and decks. Crane operation is at the crane or with a remote.
- Two capstans on aft deck (2015)
- Kooiman (Dutch) hydraulic anchor windless system, new 2016
- Two new anchors (2016)
- Items below are included in the sale, in storage in Malta:
- A frame capable of 7 ton lift
- Sample Winch
- Hoist Winch 10 ton

Fast Rescue Boats

Two rescue boats (Maker Ribquest) 6m long, installed Port and Stb., with 2.4m beam in Orange GRP. Maneuvered by single Jockey Console on center line. Aft 'A' frame mounted with support bars and mooring cleats. Powered by 2 Outboard Yamaha F70AETX four stroke engine. Equipped with 4 lifting eyes, Marine loud speaker. All boat covers and Amber LED Strobe mounted to A Frame. RHIB's are hybrid type, 8mm special foam around an air bladder; if the RHIB is hit or punctured, it will retain its shape and capability.

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

Phoenix in Phuket 2017



Phoenix with A Frame. Malta, 2014



Portuguese Bridge



Bow



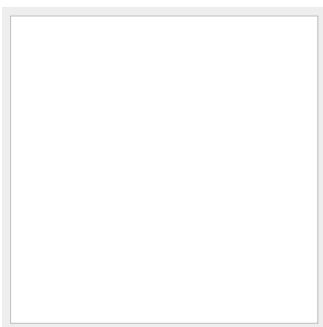
Aerial Shot of Heli Deck



Salon



Salon



Salon



Stair detail



Master Stateroom



Master



Captain's Cabin



Galley



Clinic



Research Lab



Aft Deck Under Flight Deck



Pilothouse 2017



Engine Room Thruster Shaft



Engine Room



Workshop



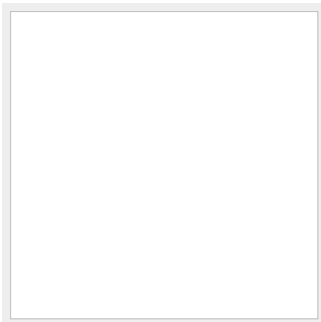
Dry Dock 2016, Thailand



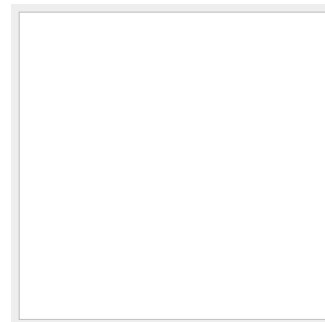
New Propeller Blades 2016



Bow Thruster 2016



MOAS on station with Palfinger Crane. Mediterranean, 2016



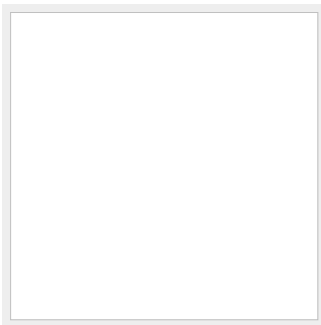
Phoenix 2014



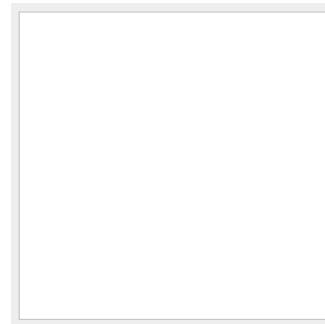
At Dock in Malta, 2016



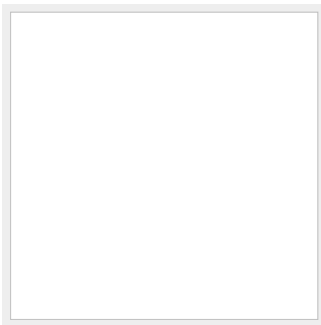
Profile and Bridge Deck



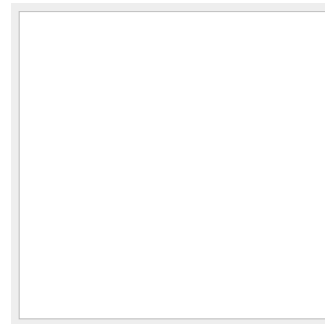
Pilothouse, Owner's and Heli/Drone Deck



Main Deck Layout - 'A' Frame Now in Storage



Main and Lower Decks



CONTACTS

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

Email: **andrey@shestakovyachtsales.com**

Web: shestakovyachtsales.com/en/

Telephones

USA: **+1(954)274-4435**

Office hours

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

Sunday: **closed**

Address



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