

1640 FB — NO LIMIT SHIPS



Builder: NO LIMIT SHIPS

Year Built: 2017

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: Netherlands

LOA: 53' 11" (16.43m)

Beam: 17' 7" (5.36m)

Max Draft: 4' 3" (1.30m)

Cruise Speed: 10 Kts. (12 MPH)

Max Speed: 34 Kts. (39 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **1640 FB — NO LIMIT SHIPS** 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 **1640 FB — NO LIMIT 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

Overview

"Four Seasons" a NLS 1550 recently crossed the Northern Atlantic from Holland. She will be on display at the Yachts Miami Beach show on Collins Ave, slip 117. Please navigate to their blog to read all about this exciting adventure.

Performance, precision, and exquisite execution of design and aesthetics, the No Limit Ships offers a unique perspective to cruising in safety and comfort. Built to withstand adverse conditions and proven to deliver kindly sea keeping and smooth riding features, the No Limits Ship is the ultimate yacht for shorthandling gentle passages or outrunning threatening weather. The NLS 1640 FB will run economically at 10 knots or will do 34 knots.. Aluminum hull and superstructure.

The No Limit Ships are built to CE-classification A and approved as an independent power motor yacht for cruising all the world seas with waves of 4 meters or higher (wind exceeding 8 Beaufort).

JW Yachts is proud to be the North America dealer for No Limit Ships.

Basic Information

Category: Motor Yacht

Sub Category: Ocean Going

Model Year: 1700

Year Built: 2017

Country: Netherlands

Dimensions

LOA: 53' 11" (16.43m)

LWL: 47' 0" (14.33m)

Beam: 17' 7" (5.36m)

Max Draft: 4' 3" (1.30m)

Clearance: 11' 3" (3.43m)

Speed, Capacities and Weight

Cruise Speed: 10 Kts. (12 MPH)

Cruise Speed RPM: 1200 Kts.

Max Speed: 34 Kts. (39 MPH)

Max Speed RPM: 2400 Kts.

Displacement: 55000 Pounds

Gross Tonnage: 8 Pounds

Water Capacity: 265 Gallons

Fuel Capacity: 1000 Gallons

Accommodations

Total Cabins: 2

Total Berths: 2

Sleeps: 4

Total Heads: 2

Hull and Deck Information

Hull Material: Aluminum

Deck Material: Aluminum

Hull Configuration: Semi-Displacement

Engine Information

Engines: 2

Manufacturer: Volvo Penta

Model: D13-IPS

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Concept

The No Limit design models arose from the idea of building very seaworthy, safe and fast yachts that are easy to sail alone and equipped with every convenience, including long (sea) voyages.

The characteristics of the No Limit design are the tough look, the hull shape and the tube.

The ship has a very low center of gravity giving it great stability. The total weight is also low due to the aluminum structure which is essential for the potential speed.

The air-filled tube around the ship gives not only a tough appearance but the tube is also essential for the behavior within a sea way and during mooring which virtually eliminates the risk of damage from other ships. The fenders on a No Limit ship are not necessary.

The design has been constantly tweaked and improved over the years and has included the latest innovations and novelties. The sharp shape of the hull ape and shallow draft make the No Limit suitable for inland water ways. The capacity of the fuel tanks and relatively low fuel consumption at cruising speed of the No Limit give it a great range making it ideal for non-stop long distances.

Walkthrough

Boarding is by sidedeck stanchion gates on starboard and port sides to starboard midship watertight door leading to salon and navigation center. Access also by swim platform and transom gate to cockpit and a watertight door to salon. Forward to navigation steering continuing down 7 stairs on starboard side to galley and lower salon. Passage aft through galley to guest stateroom. Passage forward through lower salon to master stateroom.

Interior

There are many variations available when it comes to the interior. The interior offers plenty freedom within certain boundaries to be laid out in various ways and there are numerous choices in wood type, style, material and design. The entire ship has heated floors, complete isolation package and double sided glass in thermal intermitted aluminum profiles as standard equipment. The No Limit has a spacious owners stateroom with separate shower, toilet, washing machine and drier as standard. A spacious galley equipped with all amenities and a cozy lounge seat opposite the galley is

also standard. Under the wheelhouse is a guest cabin which is equipped with a private shower and toilet. The interior can be fitted with air conditioning per room if required. The wheel house has a large U-shaped seating area which provides a great view. A luxurious chair for skipper is also available with also has space next to it on the raised bench for a large chart table next to the dashboard.

Pilothouse

Combined upper salon and wheelhouse is an inviting area with large windows giving a panoramic 360 degree view. Raymarine complete navigation system Wood paneling throughout vessel to customer's request Anti-rolling safety wood grabrails Gebo Themic line double pane windows equipped w/solar blinds Laminate flooring throughout Central heating for floor underlayment Chart box in dashboard Corner L-shaped bench seating with stowage drawers 4 person dining telescoping table Recaro helm seat Companion helm seat with 2 stowage drawers Radio/CD player Full length starboard side cabinet LED ceiling lights throughout

Navigation

Volvo EVC system allows the most efficient fuel burn for an economical running ship.

Raymarine complete electronics package Motor instruments in the interior control stand with tachometer, oil-pressure gauge and voltmeter. IPS steering control wheel and joystick in the interior and with joystick and wheel in the exterior control stand. Morse controls

Galley & Lower Salon

Access down 7 stairs to galley situated on port side L shaped configuration. Marlan solid polymer counter surface with integrated double sink and faucet. Induction 4 burner glass stove w/fiddles Bench seating with convertible 6 person telescoping dinette. Refrigerator Freezer Microwave/convection oven Cabinets on aft bulkhead Cabinets on forward bulkhead Upper cabinets on both sides of the fore bulkhead one w/integrated range hood. Moonlight opening ceiling skylights w/screens & solar shade Opening portholes w/ screens Cabin one way SS exhaust vents

Master Stateroom

Forward cabin door opens to master Large double bed Under berth drawer Wardrobes Upper & lower level cabinets Wall lamps Opening moonlight windows w/screens & solar shade

Master Head

Located port side in master cabin area Electric head Walk-in shower Marlan counter w/integrated sink and vanity Opening moonlight windows w/screens

Aft Cabin Area

Entrance is through privacy door aft of galley Large custom double sized bed Wall LED lamp Hanging closet and drawer cabinet Opening porthole w/screen Cabinet with washer and dryer

Guest Head

Walk-in shower Electric head Marlan counter w/integrated sink and vanity Opening moonlight windows w/screens

Engines

In the externally accessible engine compartment are two standard 6 cylinder Volvo Penta engines with a Volvo Penta IPS900 propulsion system. These engines are not only reliable but along with electronically controlled fuel injection are also relatively fuel efficient as well. The use of two motors not only improves maneuverability but also provides reliability for longer journeys.

When sailing at cruising speed, the No Limit has a combined power usage of approximately one single engine of approximately the similar dimensions. This is thanks to the very low load of the relatively heavy engines at average cruising speeds.

The No Limit 1640FB does not have separate rudders. The steering of the ship is managed by the IPS system.

The engines are equipped with a dual fuel system which can be switched in case of calamity. The two engines make maneuvering a No Limit alone very easy.

Mechanics

The newest No Limits are equipped with a Can bus controlled de centralised electrical power system.

The system uses One Button Control. Using this feature the ship can be set in different modes using one single button. For example Running mode and Docking mode. The

modes are pre settings and can always be overruled by switching individually consumers. This system makes the ship very user- friendly. Shutdown engine access switches in engine room watercooled exhaust system with waterseal Double watercool circuit (intercooling) Bilge pumps

Electrical Equipment

Maintenance free access to wiring feeds 24 Volt Empir-bus decentralized power distribution Victron Quatro inverter-charger 8000 WA converter 24/12 volt Generator 120 volt 60 HzA quay connection with isolating transformer 120V outlets throughout vessel Air Conditioning

Deck Equipment

Navigational lights Decks made of Aluminum Fold down aluminum radar arch mast Electrical Lofrans anchor winch Stainless steel klipanchor with 50 meters chain Anchor containment with hatch on the forecastle Control with remote cable connected in anchor locker Stainless steel anchor plate at the ship's skin Deck washdown

Fly Bridge

The No Limit 1640 FB features a large flybridge with good views that can accommodate several people. Two helm seats with steering and redundant navigation controls

Cockpit

Perimeter bench seating integral to hull with four stowage lockers Optional center mount removable table Transom door with separate swim ladder

Superstructure

Gebo Thermic line double glass in anodized aluminium sections with interior frame. Moonlight acrylate scuttles on deck with wire mesh screen Moonlight acrylate window casement bull's eyes with wire mesh screen. SS cabin roof top vents

Hull Construction

No Limit Ships have a critical eye when it comes to the preservation of a ship. The ship is built from sea water resistant aluminium that makes conserving the internals of the ship unnecessary. The decks are fitted with a non-slip coating which is extra resistant

to wear and prevents slipping on the treads. The interior is treated with a high-quality two component and single component painted with a topcoat. Deep-V with sprayrails, swimming platform. Superstructure and cockpit are constructed of 5mm aluminum. Two component primer and coating exterior Side decks are coated with an anti slip paint hull color upon consultation w/owner PU foam insulation Hull struts 15" OC Engine integrated hull mount frames Superstructure and cockpit are 5mm aluminum Bulkheads Outer doors and windows in waterproof bulkheads of aluminum, closing with toggels and rubber packing. SS Searailing SS cleats Anodes pieces, sunk-in in the skin and replaceable.

Henshaw Tube Rib Stabilization

The ship is equipped with a hypalon air filled rubber tube, split into 8 compartments and equipped with an automatic pressure system. The air-filled tube around the ship gives not only a tough appearance but the tube is also essential for the behavior within a sea way and during mooring which virtually eliminates the risk of damage from other ships.

Remarks

The unique 'one man in control philosophy' of the No Limit makes it possible that you are always free to go. Not dependent on others to enjoy the most of your yacht. This is a yacht for doing, and with enough power and range for any sportsman's appetite, such as exploring, playing, diving and fishing, and all this with the elegance of a world-class superyacht.

Design Options

The No Limit is equipped with the latest innovations and developments. The ship comes with a complete navigation package as standard. The No Limit is operable from the fly bridge behind the wheelhouse, it can be styled to your liking.

The standard ship is also equipped with an silent automatic generator which is built into the engine compartment. The engine compartment has an automatic fire extinguishing system.

A very user friendly system that include standard is the "empir bus" system. This is a very reliable central control system which can be programmed to your specification.

Most ships like the No Limit will have the conventional technologies of large switchboards and the like to control everything. This is complicated and inconvenient for many people.

This is not the case with No Limit Ships. The entire ship comes with an operating

system which is easy to operate by anyone. The No Limit does have some standard buttons like “aboard” mode, “navigation mode” and “on-board” mode. By pressing one of these buttons, everything will automatically controlled that needs to be controlled.

No Limit Ships has designed and executed a wide range of design options. Many of their customers have benefited from their expert fitting techniques. Cabin berth arrangements, flybridge stations, fabrics, colors, woods, and layouts are some of the options available to consider. Please contact JW Yachts and we will be happy to send you photos of commissioned vessels built at the NLS shipyard.

Profesional & Commercial Options

JW Yachts is proud to be the exclusive dealer for No Limit Ships in North America. Please contact JW Yachts for a list of used No Limit Ships available today. A professional/commercial version is available. No Limit Ships builds also vessels for hydrographic surveying, port & harbor surveying, oil & gas pipeline inspection, dredging and land reclamation related surveying. Superior performance of the No Limit yachts and survey vessels is achieved by constant innovation, using the newest technology and equipment to design ships to your needs. As an active member of "The Hydrographic Society" No Limit Ships knows that every professional organization active in ocean surveying has different needs for its specific surveying activities, hence every No Limit survey vessel is custom built, specially for their clients exclusive usage situations. A nearly completed professional vessel will allow its owner to perform hydrographic sonar analysis at a high constant speed of 20 knots without the worry of sub surface water bubbling interference commonly occurring with other competitive vessels. Multi Purpose Vessel Survey / Crew / Mail / Guard / Patrol and Project Staff Vessel Lloyds Register Class 100A1 SSC PATROL MONO HSC G2 LMC

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





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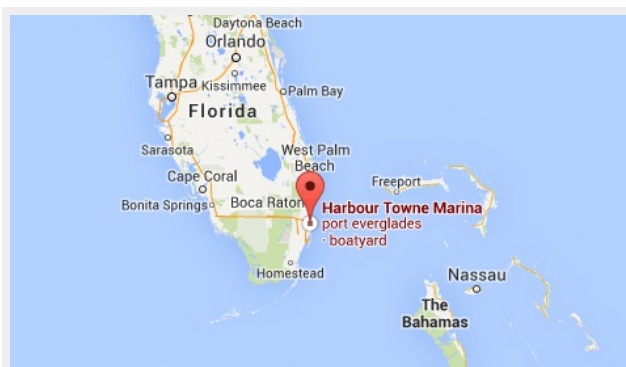
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