

VIVIERAE — NORDHAVN



Судостроитель: Nordhavn

Год постройки: 2007

Модель: Экспедиционная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 86' 7" (26.39m)

Ширина: 24' 0" (7.32m)

Макс. осадка: 8' 6" (2.59m)

Крейс. скорость: 10 Kts. (12 MPH)

Макс. скорость: 12 Kts. (14 MPH)

Купить **VIVIERAE — Nordhavn** 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.

Для того чтобы купить яхту **VIVIERAE — Nordhavn** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

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ХАРАКТЕРИСТИКИ

Основная информация

Тип судна: Экспедиционная яхта	Модельный год: 2007
Год постройки: 2007	Год обновления: 2014
Страна: United States	

Размеры

Длина общая: 86' 7" (26.39m)	Ширина: 24' 0" (7.32m)
Макс. осадка: 8' 6" (2.59m)	

Скорость, вместимость и масса

Крейс. скорость: 10 Kts. (12 MPH)	Крейсерская скорость поворота: 1800 Kts.
Дальность на крейсерской скорости: 2300	Макс. скорость: 12 Kts. (14 MPH)
	Макс. скорость поворота: 2100 Kts.
Дальность на макс. скорости: 1632 Kts.	Водоизмещение: 205 Pounds
	Чистый вес: 155 Pounds
Вместимость воды: 985 Gallons	Объем топливного бака: 6980 Gallons

Размещение

Всего кают: 4

Спальные места: 8

Всего ком. состава: 4

Каюта капитана: Да

Каюты экипажа: 2

Койки экипажа: 4

Спальных мест экипажа: 4

Комм. состав экипажа: 2

Корпус и палуба

Материал корпуса: Fiberglass

Комплектация корпуса:
Displacement w/ Bulbous Bow

Дизайнер корпуса: Jeff Leishman

Дизайнер экстерьера: Jeff Leishman

Дизайнер интерьера: Destry Darr
Designs

Информация о двигателе

Двигатели: 2

Производитель: Luggar

Модель: 1276A

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Detailed Specifications

BASIC DETAILS

Name: VIVIERAE

Type: M/Y Explorer

Builder: Nordhavn

Year: 2007/2014

LOA: 86'07" 26.39m

LWL: 78'05" 23.93m

Beam: 24'00" 7.32m

Draft: 8'06" 2.59m

Hull Material: Fiberglass

Superstructure: Fiberglass

Decks: Teak decking - glued not screwed

Flag: Marshall Islands

Classification: ABS Compliant

Naval Architect: Jeff Leishman

Exterior Designer/Stylist: Jeff Leishman

Interior Designer: Destry Darr Designs

Main Engines: 2 x Lugger 1276A, 4-Blade 425hp

Max Speed: 12 Knots @ 2100 RPM, 50 g/h, 1,632 nm

Cruising Speed: 10 Knots @ 1800 RPM, 30 g/h, 2,300 nm

Range: 7.2 knots @ 1500 RPM, 13 g/h, 4,000 nm

Stabilizers: Trac 370 with the STAR zero speed

Electrical: 1 x 3 phase 100amp 110v/208v

Displacement: 205 tons

Gross Tonnage: 155 tons

Guest Accommodations: Sleeps 8 guests in 4 staterooms

Crew Accommodations: Sleeps 4 crew, Captain's cabin

GENERAL

VIVIERAE was delivered in 2008, with a refit in 2014. Built with the utmost attention to detail for which the builder is renowned and meticulously maintained by an experienced owner and her professional crew, she is offered for sale in spotless condition.

VIVIERAE is completing pre-sale surveys June 2017.

VIVIERAE sleeps eight owners and guests in four en-suited staterooms. The double berth captain's cabin is aft of the pilot house, and the crew cabin is aft of the engine room. The yacht's interior was originally designed by Dee Robinson Interiors, and features elegant American cherry woodwork with panels in eye catching book matched mahogany crotch, black absolute granite, custom color matched interior Dutch doors and window frames, and intricate stainless steel. In 2011, she received a \$2 million reconfiguration with a fly bridge extension. The new arrangement included the interior sky lounge staircase being removed and an exterior aft staircase being added. The owner also added a waste treatment system and many redundant systems throughout.

Carefully cared for and under the direction of Destry Darr Designs, she was redecorated and refreshed in August 2014. This includes new carpet, new dining room chairs, new window treatments, all salon furniture recovered, new bed throws, new decorative pillows, new exterior chair cushions, new fly bridge sun pad cushions, new lampshades, refinished coffee tables and dining room table, recovered pilot house Stidd seat and back cushions and recovered sky lounge furnishings.

VIVIERAE has recently completed an extensive maintenance program which included the painting of the entire deckhouse and superstructure, servicing of the main engines, generators, air conditioning system and much more. VIVIERAE represents a unique opportunity to own a spectacular yacht in perfect condition. She was designed and built to handle all oceans of the world from the tropics to high latitudes in comfort, style and safety. Her sumptuous interior and high volume offers the greatest luxury, and seems far more spacious than her overall length of 86' would lead you to expect. She was built to ABS Class requirements, and has been maintained in class. She is commercially compliant, and can be offered for charter. Both rugged and refined, she must be inspected to fully appreciate all she has to offer. She will be the first choice for anyone looking for a model, easily maintained, and comprehensively equipped adventure yacht.

MAIN SALON

Aft in the main deck superstructure, the main saloon has an appealing symmetry. Matching pair of blue gray chenille upholstered settees are to port and starboard beneath the large windows. These face matching pen shell coffee tables, each flanked by matching taupe, geometric patterned upholstered arm chairs. This very convivial conversation space can seat ten people very comfortably. A low cabinet forward conceals a flat panel television which rises at the touch of a button. This cabinet, with the service columns to each side, visually separates the saloon from the dining room. Below the nylon taupe carpet is a finished floor of teak and holly.

DINING

The dining table, set athwart ships at the yacht's center-line, seats eight in new upholstered chairs. A handsome butler's counter is forward to port with custom cabinetry for all chinaware, two fridge drawers beneath a black absolute granite top, Ice-maker, sink, wine cooler and a lighted crystal display cabinet above. The galley, described in greater detail below, is forward to port. A very handsome half spiral staircase leads up to the pilothouse, and a day head is to starboard.

MASTER STATEROOM

Further forward and just a couple of steps down, the Master Stateroom spans the full beam of the yacht. A centerline king sized berth is against the aft bulkhead of this spectacular room. A television rises from the cabinet forward which is flanked by the doors to His and Hers bathrooms finished in white flecked marble, mahogany joinery work, and large stall showers, three closets, writing desk, built in book shelves and skylights.

CREW ACCOMMODATIONS

Captain's Cabin

Conveniently positioned just aft of the pilot house. A double berth is set outboard to port with a desk forward, and an ensuite bathroom with stall shower to starboard.

Crew Cabin

Accessed via a staircase from the portside of the aft deck, the crew cabin is on the starboard side just aft of the engine room. The cabin has upper and lower single berths and an ensuite bathroom with stall shower.

PILOTHOUSE

As expected, the pilothouse offers a commanding view, with all instruments properly laid out and described in greater detail below. A raised C-shaped settee, aft on the center-line, faces a drop leaf table. A door to port leads to the captain's cabin with double berth and en-suite bathroom. To starboard a corridor leads aft to the sky lounge passing fridge, Ice-maker, sink and a lighted crystal display cabinet above.

SKYLOUNGE

Unlike her subsequent sisters and following its reconfiguration in 2011 VIVIERAE does not have a staircase to the fly bridge in this room. It consequently feels (and is) much more spacious with a charcoal chenille L-shaped settee to port providing a great spot to enjoy the scenery or watch a movie. A low cabinet aft conceals a flat panel television which rises at the touch of a button. Within the cabinetry is custom wine storage, and a finished teak and holly floor is beneath the 100% wool carpet. A foldable treadmill and selection of dumbbells quickly turns this area into a mini-gym.

GALLEY

On the main deck, forward and to port of the dining saloon, the galley has access to the port side deck in the conventional way. Finished in American cherry with grey granite counters and backsplash, this galley has everything a chef could want.

Main Galley Equipment

Wolf oven

Wolf stove top (new)

Dacor microwave oven

Black & Decker toaster

Sub-zero freezer

Sub-zero refrigerator and drawers

Bosch dishwasher

Stainless steel sink with disposal

Monogram trash compactor

Laundry

1 x Electrolux washing machine

2 x Maytag Neptune dryers

FLYBRIDGE

This is very much an “owner & guest” area, since there is no command station. A hardtop stretches from the ventilation stacks forward shading the area, and there are tracks and removable Isinglass screens to enclose the space when the weather warrants. A C-shaped settee and table is forward to port. A large and useful barbeque grill, drinks fridge and 52” television finish the deck off for any type of entertaining.

Aft, only partially covered by the hard top, is a Jacuzzi with the panoramic view surrounded with a sumptuous new sun pad.

UNDERWATER CONFIGURATION

VIVIERAE has a bulbous bow for optimal fuel efficiency (the bow thruster is contained in this bulb), a full keel ending a few meters short of the stern, twin skegs enclosing the shafts with the rudders supported aft leaving the propellers protected within apertures, and a swim platform aft which is integral to the hull, and contains an inverted broad U-shaped tunnel with the stern thruster. Stabilizers are just aft of amidships each side, and are fitted with kelp cutters. The superstructure is in Alexseal Snow White, painted in August 2014.

DECK AND HULL CONSTRUCTION

VIVIERAE is built in fiberglass to very heavy scantlings from female molds using an outer layer of gelcoat (although all finish surfaces are subsequently painted in Alexseal) and 2mm of Coremat to prevent “print through” before the first series of lamination of woven roving is applied. Vinylester resin is used in the first three layers below the waterline, and the entire underwater structure is coated in five coats of epoxy resin before anti-fouling paint is applied. Built to ABS Class requirements and has been maintained in class. Longitudinal stringers (10 each side) are used full length for added rigidity, and there are five watertight bulkheads.

The superstructure cabin sides incorporate Klegecell foam coring, and all deck structures use Baltec vertical end grain balsa coring to keep the center of gravity as low as possible. Further, 30,000 lbs. of lead ballast is built into the keel structure, and an additional 4,000 lbs. is used in trim. Fuel storage tanks and water tanks are also built in fiberglass with inspection hatches and removable baffles for full access if needed. Teak decking, glued, not screwed, sheaths the main deck, the pilothouse deck, and the flybridge. All machinery spaces are lined with Soundown lead foam insulation and 3M Thinsulate to prevent noise propagation.

VIVIERAE is an “aft house” trawler with the superstructure set well back on the hull to provide the most comfortable ride in a pitching sea. This configuration provides ample space for large tenders in the well deck aft of the high bow, and forward of the Portuguese bridge. There are side decks on both sides of the main deck and on the pilothouse deck, and a generous aft deck-cockpit with access to the integral swim platform. A straight bench settee with Sunbrella cushions across the transom facing a convertible dining table and four teak deck chairs for al fresco dining. All tables and chairs are quick release to make room for the Stidd fighting chair whilst game fishing. Aft of the sky lounge the deck is sheltered by the overhang from the flybridge above. This overhang is a custom construction that is not shared by other Nordhavn 86’s. A stairway comes up from the cockpit below on the port side, and a similar and custom stairway on the starboard side leads up the flybridge.

DECK EQUIPMENT

2 x Maxwell VWC 6000 hydraulic windlasses w/ controls in pilothouse and on foredeck, w/ chain counters

2 x High capacity anchor/chain washes

3 x 375 lb. stainless steel CQR anchors

2 x 400' port side and 500' stbd 5/8 stud link anchor chains

2 x Maxwell VC 3000 electric mooring capstans at the stern

1 x Maxwell VC 3000 electric mooring capstan at the bow

Marquipt Sea Stairs for side boarding from dock

Bensoni Passerelle color matched to the hull

Bridge wing (port & starboard), aft deck, and pilothouse control stations w/ engine, bow & stern thruster, rudder controls, horn and start/stop buttons

Marble fish cleaning station along with S/S sink and hot and cold water – aft deck

DCS Propane BBQ grill – flybridge

Marquipt 3,500 lb. centerline crane, extendable to 20', for tender launch port and starboard

Live well located in the swim platform with independent water circulation feed pump and macerator pump

1 x 7" folding ladder stored in starboard gunwale locker

Exterior doors by Pacific Coast Marine

1 x Carlisle and Finch spotlight

Jacuzzi for 6 people

4 x underwater lights (stern)

Du Point metallic grey hull and Alex seal cloud white (topside)

Micron 66 black underwater paint

MECHANICAL EQUIPMENT

Accessed via a watertight door from the lobby forward of the crew cabin, the engine room is beneath the main saloon. This bright white space has full headroom on two

levels and easy access to all machinery and equipment for all service routines.

Engines

Twin Lugger 1276A Alaska Diesel six-cylinder turbocharged diesel engines driving 48" four blade propellers through 4.59:1 reduction gearboxes and 3.5" shafts. These engines are fresh water cooled using keel coolers, and have raw water cooled exhaust systems. Full service completed – August 2014 with starboard engine overhaul.

Port Engine – 7,206 Hours (April 2017)

Starboard Engine – 7,162 Hours (April 2017)

Fuel Capacity: 6,980 gallons 26,422 liters

Water Capacity: 985 gallons 3,728 liters

Watermakers: 1 x 2,000 gallons/day 7,560 liters; 1 x 800 gallons/day 3,000 liters

Lube Oil: 110 gallons 410 liters

Waste Oil: 110 gallons 410 liters

Waste Water: 460 gallons 1,741 liters

Engine Controls: Twin disc EC300 power commander

Gear Boxes: 4.59:1 reduction gearboxes

Shafting: 3.5" shafts

Fuel Separator: Alpha Laval centrifuge fuel polisher

Fuel Filters: Racor fuel filters

Oil Pump: 1 x Lesson oil transfer pump

Control Stations: Pilothouse, port and starboard wing stations, and stern

Generators

Northern Lights 1064D 40kW generators. 1,613 hours (April 2017)

Full service completed – August 2014

Full rebuild completed – June 2016

Northern Lights M864W 25kW generator. 8,561 hours (April 2017)

Full service completed – August 2014

Fuel Consumption: 40kw 3 g/h @ full load and 25kw 2.2 g/h @ full load

Generator Start: Remote starts in pilothouse and at generator

Air Conditioning

Cruisair 12-ton chilled water system with reverse cycle

(18) Air handlers throughout the yacht including engine room

1 x Kahlenberg KA-1000 air compressor

Sewage

Hamann MiniCont,

Norway frame waste treatment system

(8) Sealand Magnum Opus Hugh Flush fresh water vacuum marine toilets

Steering

Kobelt hydraulic steering system with dual pumps & dual steering rams for redundancy

Bow & Stern Thrusters

Hydraulic powered 50hp bow & stern thrusters w/ 16" tunnels and proportional controls at each helm station

Watermaker

Village Marine Tec V, 2000 gallons per day

Village Marine Tec NoFrills, 800 gallons per day

2 x 47-gallon Vanguard 3WA72 fresh water heater (new July 2015)

Shore Power

Atlas 35kW converter

Glendenning shore power cord retrieval system

Atlas Classic III shore power transformer

ELECTRONICS AND NAVIGATION

The AC electrical system is three phase 120/208-volt distribution with a maximum capacity of 60kW provided by two Northern Light generators (40kW and 25kW) which can be synched together (splitting the buss bars as oppose to paralleling), or through a

100-amp shore power connection (fed by a Glendenning Cable Master) through an Atlas shore power converter, allowing the yacht to be powered in any country in the world. The Atlas Shore Power Converter has seamless transfer capability allowing the yacht to be unaffected when switching between power supplies. The DC electrical systems are 24 volts with a capacity of 765 amp hours provided by six 8D lifeline batteries connected in series/parallel charged by an Outback inverter/charger at 70amps.

Navigation Electronics

5 x Furuno MU 170C monitors

Furuno 2127 BB commercial grade ARPA radar

2 x Furuno V (2) Navnet CBB NT Navnet systems with ARPA (back up radar, chart plotter, fishfinder / depthsounder)

VVE1 Computer with Nobeltec chart system

Furuno GP32 GPS

Furuno SC50 Satellite Compass

Furuno CH-150 video sounder

Cassens & Plath Beta 4 magnetic compass

Furuno 360 Searchlight Sonar

Furuno FA150 AIS system

2 x Simrad AP50 Autopilots

EBLEX CCTV Monitoring System

Kahlenberg Whistle Control

Carlisle and Finch Searchlight

NVTI Night Vision Camera

RuffRide PTZ infrared camera

B&G H1000 wind and speed indicator

Communications Equipment

KVH V7 Broadband Internet

KVH V.O.I.P. system

2 x Icom 602 VHF radios

KVH tracphone with mini V-sat broad band SATcom

Panasonic KX-T7731 telephone system

2 x Icom M602 fixed VHF

4 x Icom M88 handheld VHF

Entertainment Electronics

KVH Tracvision G8 feeding a separate TV decoder for each TV

Bose 321 System in all staterooms (Including Captain & Crew)

Bose Lifestyle 48 in main saloon

52" Sharp TV in main saloon

52" Sharp TV in sky lounge

52" Sharp TV in master stateroom

52" Phillips TV on the flybridge

19" LG TV in guest staterooms

19" LG TV in captain's cabin

2 x 19" LG TVs in crew cabin

IPOD docks in every cabin or zone either playing through the 321 or the Lifestyle
SAFETY EQUIPMENT

Seafire 240 lb. FM200 engine room fire extinguishing system

Seafire FD1400M lazarette fire extinguishing system

Seafire FD1400M pump room fire extinguishing system

Journey Fire/Smoke detection system

32 x Portable fire extinguishers, dry powder and CO2

SOLAS approved Life jackets, adult and child

SOLAS approved adult immersion suits

SOLAS approved child immersion suits

Flares and distress rockets to the Marshall Islands Commercial Yacht Code

2 x 15 Man Switlik SOLAS approved Pack-a-Life raft

2 x Fire hoses and hydrants fore and aft

Full firefighting suit and SCBA

Elbex EXS125 CCTV

8 x cameras (4-engine room, 1-lazarette, 3-deck, 1-pilothouse)

1 x monitor in pilothouse

Combination safe in all stateroom

Highwater, fire, exhaust and shaft seal over heat, propane gas detection alarms

2 x 406Mhz EPIRBS

MedAire offshore medical kit

*VIVIERAE meets the requirements of the Commercial yacht code for the Marshall Islands

TENDERS AND TOYS

1 x 15' Zodiac with Yamaha 70hp

Yamaha 3-man wave rider

2 x AereOcean inflatable kayaks

Inflatable, towable water toys including "Boris" the 5-man Banana

Snorkel gear

INITIAL UPGRADES FROM STANDARD BUILD

40kW Northern Lights generator instead of 33kW

New and used oil tanks in engine room – 110 gallons each

UV sterilizer for the house fresh water

AlgaeX units on main engines, generators and fuel filter

Back up raw water pump for air conditioning

SeaFire #FD700M bottle in forward bilge

Hull painted with custom metallic DuPont

FRP deck box/seat at the Portuguese bridge

Stainless steel handrail on Portuguese bridge

5 x Xenon underwater lights across transom

FRP bait well in swim step with pump

Additional folding cleat in swim step for a total of 3

2 x Additional stainless steel rod holders for a total of 4 in the cockpit cap rail

2 x High pressure air outlets at the foredeck and cockpit

2 x 2" OD rails and ladder at flybridge hardtop to make the area safe for sunbathing

Add cockpit seating with table and additional hawse hole with cleat

Cockpit tables removable from the pedestals

Interior finish with Cherry wood, Mahogany Crotch raised panels, custom staircase to pilot house with custom rails and glass

Modified granite floor at the base of the staircase between dining room and entrance foyer

Stone work – showers, custom countertop edge, head walls, floors

Upgraded overhead material

Galley port holes to be opening

Cherry and Ebony cabin sole in the salon and dining room

Teak decks – flybridge, cockpit, side decks, swim step (new), Portuguese bridge deck and stairs to lower deck

UPGRADES 2016

Bottom paint

Prop's speed and serviced

Stabilizers 2,000-hour service

ABS annual surveys

40Kw generator full overhaul

Exhaust gaskets and hardware upgraded

Port and Starboard exhaust mixers replaced

Davit inspected by Marquipt

Bump tests on shaft and rudder cutlass bearings

Port engine oil cooler replaced

UPGRADES 2017

Bottom sandblasted back, primed and painted (Micron 66)

Main engine exhausts replaced with full water cooled systems

Shafts and props inspected and balanced, prop speed applied

Cutlass bearings replaced

Marshall Islands PYLC survey

ABS annual survey

Replaced 2 x hot water heaters

EXCLUSIONS

The name VIVIERAE is reserved and the exterior name plates are excluded from the sale.

Owner's personal effects and all artwork. All items not specifically shown on this listing sheet.

A list of exclusions will be available upon request.

Исключения

При продаже яхты исключаются личные вещи владельца.

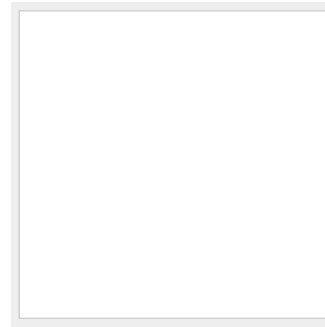
Отказ от ответственности

Компания предоставляет описание судна или яхты добросовестно, но не может

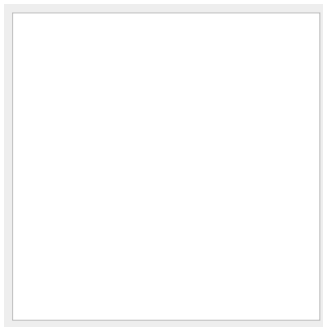
гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ

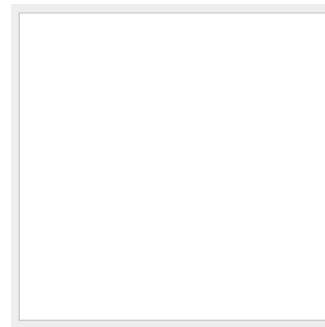
Main Salon



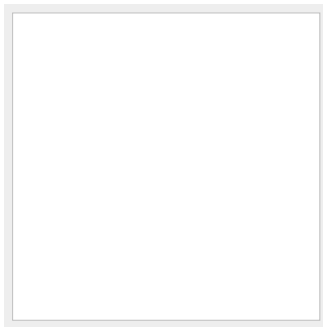
Main Salon



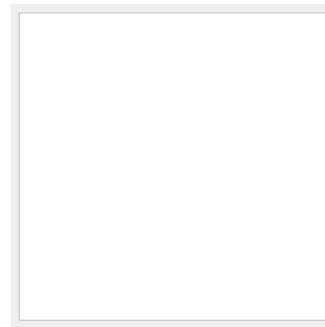
Main Salon



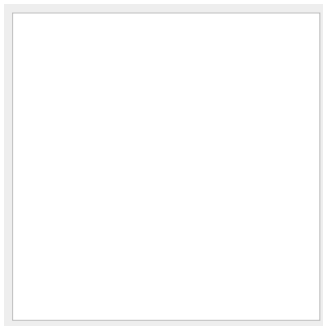
Main Salon



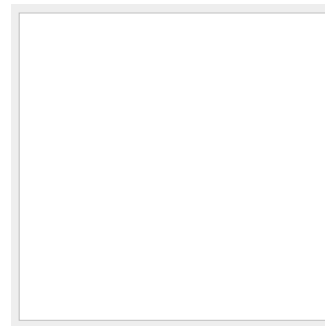
Main Salon Dining



Main Salon Dining table



Main Salon wet bar



Main Salon staircase to wheelhouse



Galley



Galley



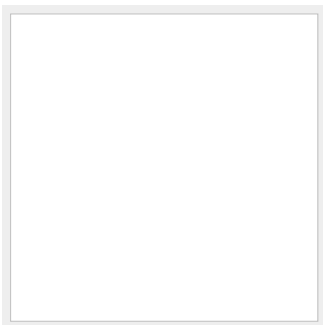
Master Stateroom

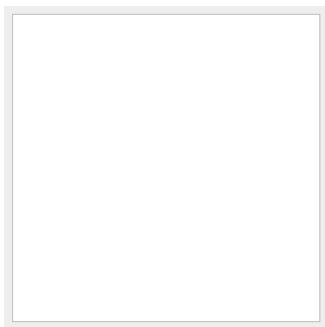


Master stateroom

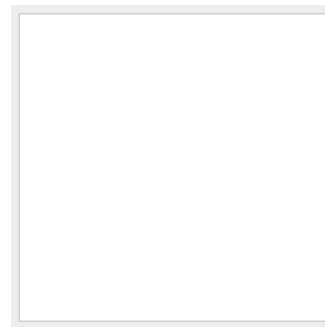


Master bathrrom

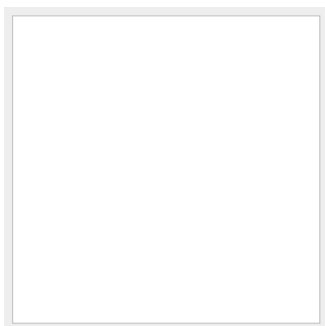




Skylounge Wet bar



Skylounge



Skylounge seating



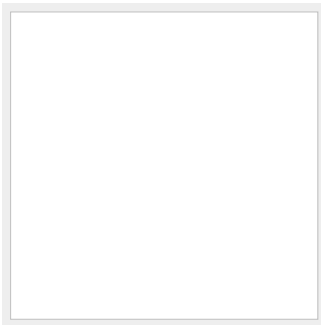
Wheelhouse



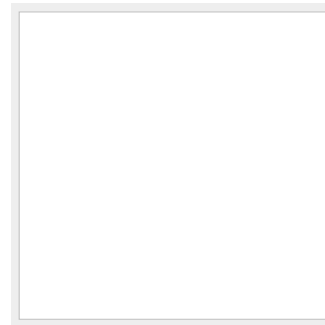
Wheelhouse seating



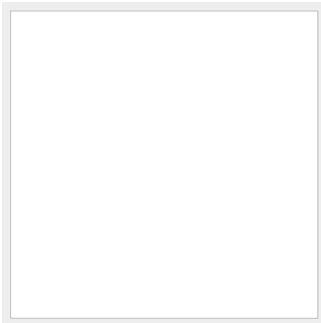
Captains Cabin



Main Deck aft



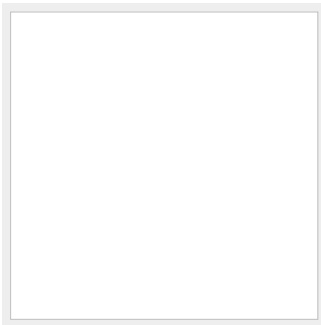
Main deck aft



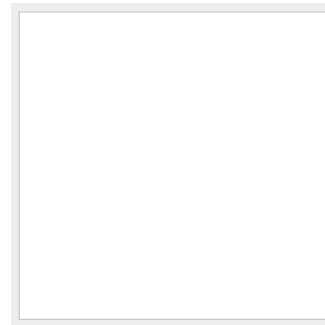
Main deck aft cleaning station



Bridge deck aft



Sundeck with Jacuzzi



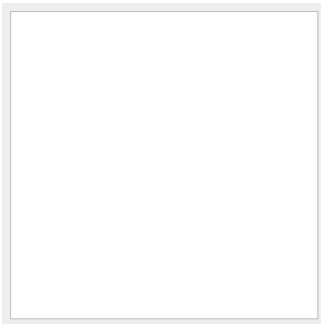
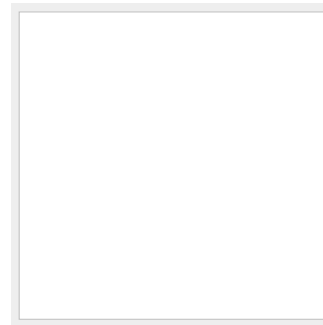
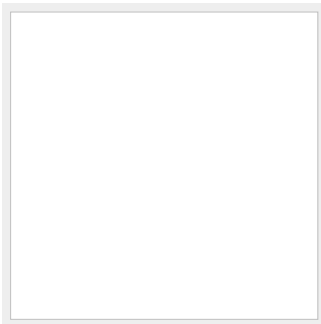
Sundeck



Sundeck



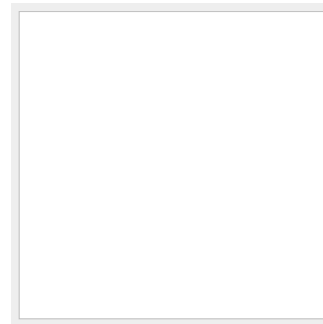
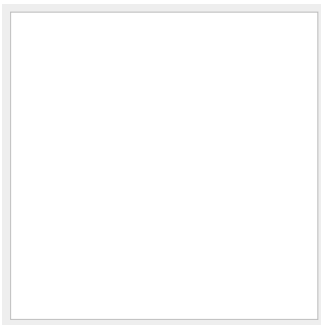
**Exterior Bridge deck forward
starboard side**

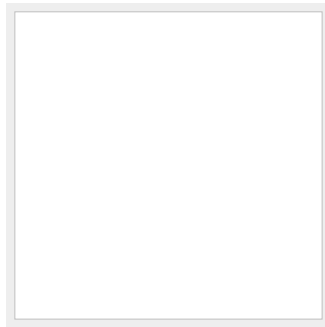


Bow with tender storage



Port profile





КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

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Время работы

Понедельник – Суббота: **9:00 - 21:00** EDT

Воскресенье: **Закрето**

Адрес



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