

ADAGIO — SOUTHERN OCEAN



Builder: SOUTHERN OCEAN

Year Built: 2008

Model: Trawler

Price: PRICE ON APPLICATION

Location: United States

LOA: 72' 2" (22.00m)

Beam: 20' 8" (6.30m)

Max Draft: 5' 3" (1.60m)

Cruise Speed: 10 Kts. (12 MPH)

Max Speed: 12 Kts. (14 MPH)

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If you would like to buy a yacht **ADAGIO — SOUTHERN OCEAN** 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

ARRIVING FORT LAUDERDALE MID-NOVEMBER. US DUTY PAID & READY TO GO TO SEA

OWNER'S BRIEF

After a lifetime messing about in boats, ADAGIO's owner wanted an expedition yacht. He detailed his requirements in a comprehensive seven-page design brief that set out every aspect of his needs, and the boat's anticipated use. Above all he sought a motor yacht of *superyacht quality*, with *emphasis on safety, comfort, reliability, serviceability and style*. Close attention was to be paid to sound and vibration suppression. He wanted a boat of the "right size"; that is, big enough to cruise anywhere (including high latitudes) in safety and comfort, but no bigger than necessary to do so.

Some specific requirements included an owner's stateroom with walk-around Queen-sized bed and ensuite; two guest cabins; and private crew quarters aft. The saloon was to open via double doors to a large weather-protected aft deck. The engine room was to have full headroom. Electric generating capacity was to be adequate to run a full range of domestic appliances, with power storage sufficient for generators to be shut down for extended periods.

There was to be an integrated navigation system with redundancy, and a full suite of voice and data communications. A *custom program logic controller monitoring system* (as used on modern jet aircraft) was requested. It was to be capable of checking systems and operations constantly.

Construction was to be in ALUSTAR high-strength aluminium, painted with AWLGRIP system to high-gloss yacht finish.

Mark Fitzgerald, in Chuck Paine's design studio in Camden, Maine was chosen for the task because of his design pedigree. In the 1970s, Fitzgerald worked with the doyen of US naval architects Jack Hargrave. Hargrave and his team drew more than 7000 yachts, many of them classics, leaving an indelible mark on the US boating industry - and on Fitzgerald.

CONCEPT

ADAGIO's design is driven by the basic philosophy of providing owner and crew with all the amenities, comfort and safety more commonly found on much larger superyachts.

Mark Fitzgerald had designed a series of similar and highly successful yachts at around this length. It was determined that 22m (72ft) was the correct length necessary to have a truly large exterior aft deck with accommodations beneath it for crew, and for the boat to have proper visual proportions. For example, ADAGIO has a half a foot less freeboard than the similar production boats.

Seventy-Two feet gives the owner all the ocean-going ability and space aboard without daunting cleaning and maintenance schedules. The spaces are to a proper sea-going scale, small enough to be intimate and safe, but large enough to provide comfort and individual privacy zones.

HULL DESIGN

Efficient performance and sea-keeping comfort are ensured by a hull theory rooted back in the office of Jack Hargrave. A round bilged forward bottom, transitioning to a chine aft, with a deep spray step in the hull side to keep the green water and spray where it belongs. The yacht parts the water with the fine and rounded forward sections. Then the bilge runs aft and transitions to a chine to provide lift and roll damping.

It is a dual purpose shape, burning little fuel underway, but offering a very stable yacht underway and at anchor. Mark Fitzgerald has done much research on the shape through computer hull modeling and digital testing. As a result, ADAGIO performs superbly in a broad range of sea conditions.

The modest draft of just 1.6m (5'3") is very reasonable given the presence of a full-length keel to reduce damage in the event of grounding. Welded high-strength ALUSTAR aluminium construction makes for impressive strength and moderate weight to strength ratio. This increases the yacht's efficiency and maximizes the useable range and speed.

Cruising speeds of 8.0 to 10.0 knots are continuously achieved in all but heavy going, giving a range of 2000nm at 10 knots with the flexible auxiliary fuel tanks deployed the range is increased to 2540nm at 10 knots; large rudders and the Kobelt steering gear give good directional control. Reduce speed slightly and trans-oceanic passages are easily achieved with an ample reserve.

Basic Information

Category: Trawler

Sub Category: Displacement

Model Year: 2008

Year Built: 2008

Country: United States

Fly Bridge: Yes

Cockpit: Yes

Dimensions

LOA: 72' 2" (22.00m)

Beam: 20' 8" (6.30m)

Max Draft: 5' 3" (1.60m)

MFG Length: 72' 2" (22.00m)

Speed, Capacities and Weight

Cruise Speed: 10 Kts. (12 MPH)

Cruise Speed Range: 2690

Max Speed: 12 Kts. (14 MPH)

Displacement: 134000 Pounds

Water Capacity: 685 Gallons

Holding Tank: 185 Gallons

Fuel Capacity: 2850 Gallons

Accommodations

Total Cabins: 4

Total Berths: 6

Sleeps: 6

Total Heads: 5

Crew Cabin: 1

Crew Berths: 2

Crew Sleeps: 2

Crew Heads: 1

Hull and Deck Information

Hull Material: Alustar

Deck Material: Aluminum

Hull Configuration: Full Displacement

Hull Color: Whisper Gray

Hull Finish: Aluminum

Hull Designer: C.W. Paine

Engine Information

Engines: 2

Manufacturer: Caterpillar

Model: C-12

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

ACCOMMODATIONS

WHEELHOUSE

The wheelhouse is the command and control center with a full array of superyacht systems, and shipboard office.

The foundation for navigation is the glass bridge with dual displays. Full redundancy is provided by a separate ship's computer running independent software. Radar is FURUNO, sonar by WESMAR, and instruments are B & G. A custom program logic controller monitoring system (as used on modern jet aircraft) is located in both the wheelhouse and captain's cabin checking systems and operations constantly, with touch screens in both locations.

A raised settee provides good visibility forward and a comfortable lounge with working desk when on mooring. The helm chair is a RECARO, with full electric adjustments. Hi-fi audio with iPod docking station is MARANTZ.

There is a stairway from the wheelhouse to the flybridge and boatdeck.

SALOON

The saloon is properly sized to lounge four to eight people without either feeling too far apart or too close. An ingeniously designed convertible coffee/dining table is on the port side. Marantz hi-fi audio and video equipment are located to port and an LG screen is concealed below counter to starboard. Lower the OCEANAIRE electric blinds to blackout the cabin and you have a well-found shipboard theatre. Electric opening windows aft and in the adjoining galley allow natural ventilation, and when the weather requires that they are closed a forced ventilation system brings either outside (or air-conditioned) air to the interior. There are also electric sun-control blinds. To starboard, handy to the aft deck, is a drinks fridge with icemaker.

GALLEY

The galley is a chef's seagoing delight and is located at the center of gyration of the vessel. At sea, gourmet meals can be prepared, even in heavy going.

The galley has the finest appliances and accoutrements available: LIEBHER refrigeration, U-LINE refrigerated drawers, MIELE full cook top (gas) and oven (electric), MIELE microwave, trash compactor, MIELE dishwasher and HAFELE cabinet wire basket

storage units and proper ventilation. There is a BREVILLE espresso machine with built-in bean grinder; cookware is FISSLER and SCANPAN, and glassware BORMIOLI.

The central location of the galley provides easy delivery aft to the saloon and forward to the wheelhouse. A unique feature is a moving screen in the aft galley counter that can be raised and lowered to provide privacy to the saloon. There is a chest-freezer in the lazarette and a cabinet freezer on the boat deck, providing ample cold storage capacity for extended voyaging.

BELOW DECKS

The accommodations are set up for three couples and two crew. The owner's cabin is full beam amidships with two entries. It has an ensuite bathroom to port, an entry-vestibule to starboard. It has Marantz hi-fi audio (with iPod docking station) and video equipment and a Sony LCD flat screen. In the vestibule, there is a wine chiller to port and pantry storage to starboard. The forward cabin has a centre-line double berth with ensuite. The third forward cabin has over-and-under single bunks and an ensuite head and hand basin. There is a separate entrance to the forward cabin shower. The crew cabin is aft and has an adjoining shower and head. All bathrooms have heated towel racks. Every cabin has an ensuite or adjoining toilet – all on the lower deck. There is also a centrally located day head on the main deck. It has both exterior and entrance doors, which provide convenience for entertaining, swimmers and visiting tradesmen.

ON DECK

The deck configuration is straight forward with large aft deck lounges port and starboard, shaded by an extendable awning, and closed by clear weather doors at the transom and side decks.

There is an exterior entry to the day head, and a Portuguese bridge forward of the wheelhouse to keep green water at bay and crew secure. The foredeck has a lounge seat and anchor handling gear. The MAXWELL windlass is sized to lift the MANSON 80k anchor on board.

The flybridge has a FURUNO repeater screen, a RECARO helm chair, port and starboard lounges, with an adjoining convertible coffee/dining table. There is a storage unit with added freezers for long term cruising, a lightweight fixed awning above for shade.

Up high, the flybridge is the place for coral conning, fish spotting and whale watching – and is a perfect place for lunch or dinner on warm days.

The boat deck carries the REEF RIDER RIB tender. Commissioned in 2013, the tender

is aluminium and 13'-9" (4.2M) It has a full beam seat behind a console located to starboard, with a 'princess' seat for'ard of the console. There is under-seat stowage fore and aft, and an anchor well below the sole forward. A 40hp HONDA four-stroke provides power, and there is a GARMIN plotter/sounder. There is a full complement of safety equipment, including fire extinguisher, flares, automatically inflatable horse-collar life vests, hand-held radio, and anchor, chain and rope.

The tender is lifted by a 1500 pound MARQUIPT deck crane.

ENGINE ROOM

The engine room is accessed from a weather-tight door via the amidships vesibule or directly from the crew's quarters aft. It has been carefully laid out and has a full standing headroom between the twin Continuous Duty C-12 CATERPILLAR engines permitting easy access and egress around the space.

Gearboxes are ZF, stabilizers and thrusters are TRAC and fuel polishing ALFA LAVAL.

An ONAN 27kW genset provides AC power with an ONAN 11kW as a back-up, or when a 'semi-quiet ship' with generated power is needed (eg running air-conditioning).

Sound and vibration are dramatically reduced by Lattimer Acoustics Acustop linings and Low Rez engine mounts and drive shaft couplings.

Fire detection and suppression are WORMALD T 1000, security is BLUE RAY MARINE, watermaker is FCI.

A massive 24-volt 1500 amp/hour service battery bank is located under the aft scuttle stairway (outside the engine room), with sufficient DC power reserves to run a quiet ship overnight.

Tankage provides 2,850 USG (10,750 litres) of fuel and 685 USG (2500) litres of fresh water. The tanks are all integral, lending further structural strength to the hull and forming a double bottom wherever they occur. Custom bladder tanks can be deployed on both side decks to add 540 nm range at 10 knots.

A full range of spare parts, vacuum-packed, labeled and computer-catalogued, and a work-bench and comprehensive tool kit ensure self-sufficiency offshore. Operations manuals and maintenance schedules for all equipment are computer-stored in easy-to-use VESSEL INFORMATION ORGANIZER software.

CONSTRUCTION

ADAGIO was built in New Zealand, with the project managed for the owner by

Vitali/Bjorkland Yacht Construction Management, a member of the Diverse Projects Group of Companies.

Vitali/Bjorkland had previously managed the build of a Mark Fitzgerald designed 66ft aluminium passage maker for the Commodore of the New York Yacht Club, and at present is managing another, larger build for an overseas owner.

Vitali/Bjorkland draws selectively on the skills of the considerable bank of talented New Zealand shipwrights, engineers and technicians whose work is widely acknowledged as delivering world-best outcomes.

More than 90,000 man hours went into ADAGIO's build, with the outcome matching or surpassing the best from Northern Europe. Engineering, management systems, internal fit-out and paintwork reflect the high standards and meticulous attention that was brought to all aspects of this build, driven by the expectations and personal involvement of the commissioning owner.

The owners' brief brought many challenges to the construction of ADAGIO. It reflected their extensive research, boating experience, well-developed appreciation for aesthetics and style, and the high expectations they held for their own personal yacht.

Early in the commission, initial interior layout sketches from Sydney interior designer George Freedman signaled some of these challenges. For example, the interior was to be "crisp and light", outcomes that require uncompromisingly flush finishes, accurate express jointing on all panel work, and flawless mirror-finishes. Any deficiencies would be immediately apparent.

The yacht's design also brought challenges. To maximize the vertical below deck heights, and provide the most efficient interior volume possible, two different main deck elevations were utilized.

This provided storage and floor space, which allows the yacht's owners, guests and crew the privacy and self-sufficiency needed for the long periods the yacht was expected to operate in remote locations.

Also, the yacht's exterior has many compound faceted surfaces that are painstakingly shaped in the alloy skin. Taken together, all these needs meant the margin for error in the build was nil, and it was clear that a very high standard was set and expected.

Computer modeling for the hull and digital formats for the interior provided solutions to these challenges.

The builders looked at construction primarily from the engineering up. Mark Fitzgerald's designs have complex structures to meet American Bureau of Shipping standards. Tanks are built using complex margin plates pieced together with segmented frame structures over full length girders. The result is essentially a double-bottom hull and a vessel that is very rigid and strong.

Computer-modeling of these complex shapes enabled every piece of aluminium to be computer cut to 0.5mm tolerance. This delivered benefits that included fast fabrication, the lowest possible weld distortions, leading to reduced fairing which in turn extends paint-system longevity.

To meet the owners' wish for the highest levels of safety possible, hull-plating was upgraded from more normally used 5083 grade standard marine aluminium to the higher tensile and much-improved corrosion resistant ALUSTAR / SEALIUM.

As hull build progressed, the primary engineering systems were carefully and expertly reviewed and documented with the paramount goal of achieving ease of service access in all areas. As a result, the engine room delivers ready access to all systems and provides for future adaptations or additions.

Within the hull, all pipework is executed in high-grade stainless or Copper Nickel with the best-possible terminations. Copper Nickel pipes are commonly used in seawater piping due to its complete resistance to barnacles and other marine organisms. Its resistance makes seawater fire fighting systems, desalination water systems, and similar applications much more reliable.

NOTABLE EQUIPMENT

- Hull, frames, tankage: Alustar / Sealiium high strength aluminium
- Paint system: Awlgrip to a high gloss finish
- Engines: Caterpillar C-12'sr, A-rated (340hp@1800rpm)
- Gearboxes: ZF 250 A
- Drive systems: Low Rez couplings and engine mounts
- Propellers: 35" x 31 four-blade Henleys
- Stabilizers: Trac 300
- Bow & Stern Thrusters: Trac 40
- Fuel polishing: Alfa Laval Emmie
- Fire control: Wormald T1000 marine controller
- Sound/vibration Suppression: Lattimer Accoustics, Acustop
- Generators: Onan e-QD 27kW/50Hz (main) & Onan 11kW/50Hz (supplementary)
- Batteries: 1500 Amp/hrs 24V
- Inverters: Mastervolt 2500 & Mastervolt 5000
- Shore converter: Asea 30kW Frequency Converter
- Water maker: FCI 200 litres/hr
- Program Logic Controller: Custom
- Systems software: Idea Vessel Information Organiser
- Communications: Satellite Fleet 77, PABX Panasonic, ICOM VHF's, ICOM HF SSB
- Autopilot: Simrad AP 25
- Depth sounder, Wind instruments: Marestrom
- Sonar: Wesmar SS 395

- (2)Radars: Furuno
- Plotter: Furuno
- Software: Nobeltec
- CCTV: Bosch
- Night vision: Flir
- Security alarms
- Blue Ray Marine
- **Safety at sea**
- AIS: Simrad
- Zodiac 12-man life-raft
- Iridium 9505A
- Garmin handheld GPS
- EPIRBs x 3
- Auto-inflating PFDs x 12
- Life jackets x 20
- Simrad SART
- Flares and grab bag
- Windlass: Maxwell 4500
- Anchors: Manson 80kg & Fortress 21kg
- Fenders: 10 x inflatable Hutchwilko & 4 x rigid
- Passarelle: Exit Engineering folding carbon fiber
- Deckwash: Fresh and salt
- Steering: Kobelt hydraulic
- Doors/windows: Pacific Coast Marine
- Hatches: Lewmar
- Port lights/fairleads: Southern Stainless
- Airconditioning: Cruisair 118,000btu
- Entertainment: Marantz hi-fi with RTI remote x 3
- Video screens: Sony LCD & LG
- Heads: Tecma x 5 (freshwater) w/1 saltwater optional
- Lighting: LED throughout w/ fluorescent in the engine room
- Wine storage: Vintec Transtherm 96 bottle
- Pantry: Haefele
- Stove/dishwasher: Miele
- Barbecue: Galleymate stainless steel
- Washing machine and dryer: Miele
- Refrigeration: Liebherr and U-Line
- Compactor: Insinkerator
- Fridge/icemaker: U-Line
- Crockery: Rosenthal, Jade
- Cutlery: Alessi
- Glassware: Bormioli
- Chef's knives: Wustof Classic
- Cookware: Fissler and Scanpan

- Bed linen, towels: Yves Delorme
- Duvettes, pillows: Hungarian duck down
- Swim platform with safety grab rails and removable custom swim ladder
- First-aid: Automated external defibrillator, Newlife Intensity Airsep oxygen maker, Ferno portable oxygen kit, Full Cat 1 first-aid kit
- Mosquito screens on portholes, ceiling mounted nets
- Valuables: Sandalford ES20 electronic combination safe
- Program Logic Controller
- Vessel Information Organiser
- Tender: Reef Rider 4.2m aluminium RIB w/40hp Honda 4-stroke outboard & Garmin plotter/sounder
- Wave-ski: Tsunami
- Diving: 2 x 40lb aluminium tanks, 2 x regulators and BCDs, Apollo AV-2 underwater scooter

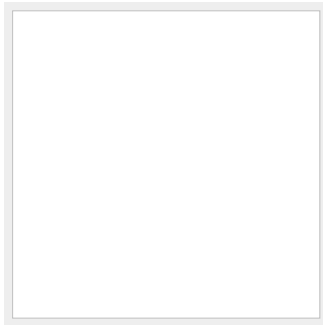
Exclusions

Owner's personal belongings.

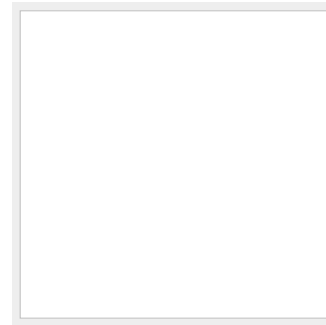
Disclaimer

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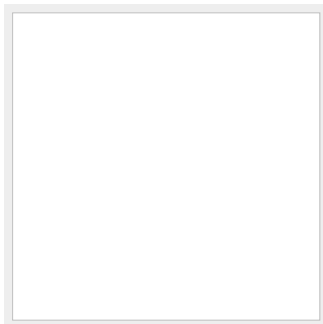
PHOTOS



ATERDECK TABLE LEAVES CLOSED



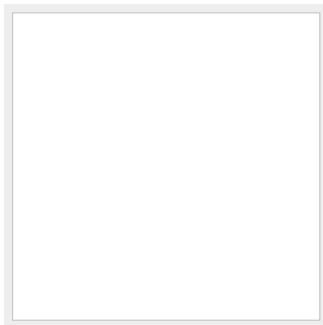
AFTERDECK TABLE LEAVES OPEN



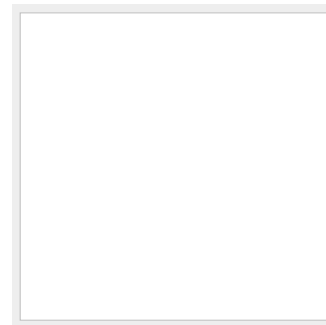
FLYBRIDGE VIEW FORWARD



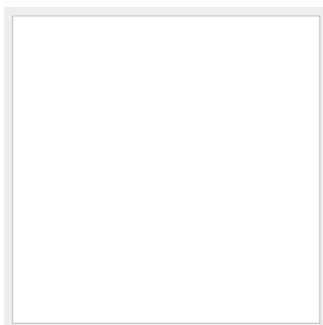
WHEELHOUSE HELM



**SALOON & GALLEY SCREEN DOWN -
TABLE LOWERED**



**SALOON SCREEN UP - TABLE LEAVES
OPEN**



SALOON TV UP



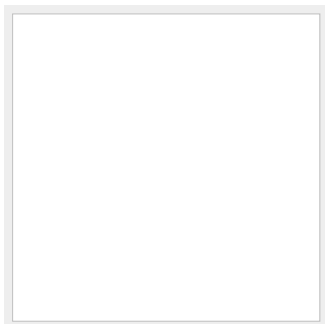
GALLEY



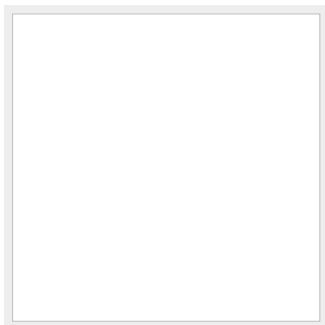
MASTER STATEROOM



MASTER HEAD



WINE COOLER



PANTRY



ENGINE ROOM



LO REZ FLEXIBLE COUPLING



ENGINE ROOM VIEW FORWARD



MIELE LAUNDRY



PLC VESSEL MONITORING SYSTEM



CREW CABIN W/ TWO BERTHS



AT ANCHOR



TENDER W/ ALUMINUM HULL



BOAT DECK & INBOARD PROFILE



MAIN & ACCOMODATION DECKS



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