

# NORTHERN SUN — NARASAKI SHIPYARD, JAPAN



**Судостроитель:**  
NARASAKI SHIPYARD, JAPAN

**Год постройки:** 1976

**Модель:** Моторная яхта

**Цена:** ЦЕНА ЯХТЫ ПО ЗАПРОСУ

**Местонахождение:** Thailand

**Длина общая:** 167' 0" (50.90m)

**Ширина:** 29' 7" (9.00m)

**Макс. осадка:** 16' 5" (5.00m)

**Крейс. скорость:** 10 Kts. (12 MPH)

**Макс. скорость:** 13 Kts. (15 MPH)

Купить **Northern Sun — NARASAKI SHIPYARD, JAPAN** 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 **Northern Sun — NARASAKI SHIPYARD, JAPAN** 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

## Обзор

M.Y. "Northern Sun"

A truly Worldwide cruising expedition yacht with 10,000 NM range and ice strengthened hull. All radio equipment upgraded in order to operate as a commercial yacht. Weekly charter rates are USD140,000 MYBA terms. Aft cabins are fully insulated and floating significantly reducing machinery noise whilst underway. A superb forward seating area has been created forward of the salon for alfresco entertaining. Her top deck is very private with bar, jacuzzi and day head neatly fitted into the mast casing, She is fitted out with Dive equipment and compressors, kayaks, sea bobs, ski boats and semi rigid tender for shore excursions.

Main engines have only 1300hrs since complete overhaul. The engine room is a real show piece. All equipment has been continually maintained TVs and AV equipment have been all upgraded. The blue top sides have just been repainted and she is looking better than ever.

Disclaimer: Yachts are offered subject to being unsold. The above information is given in good faith but it's accuracy cannot be guaranteed and, therefore, cannot be used for contractual purposes.

## Основная информация

**Тип судна:** Моторная яхта

**Подкатегория:** Expedition

**Модельный год:** 1976

**Год постройки:** 1976

**Год обновления:** 2007

**Вид обновления:** Expedition Motor Yacht

**Страна:** Thailand

## Размеры

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**Длина общая:** 167' 0" (50.90m)

**Ширина:** 29' 7" (9.00m)

**Макс. осадка:** 16' 5" (5.00m)

## Скорость, вместимость и масса

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**Крейс. скорость:** 10 Kts. (12 MPH)

**Дальность на крейсерской скорости:** 10000

**Макс. скорость:** 13 Kts. (15 MPH)

**Вместимость воды:** 17171.18338 Gallons

**Объем топливного бака:**  
46230.1091 Gallons

## Размещение

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**Всего кают:** 6

**Всего коек:** 12

**Спальные места:** 12

**Всего ком. состава:** 1

**Койки экипажа:** 13

**Спальных мест экипажа:** 1

**Комм. состав экипажа:** 1

## Корпус и палуба

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**Материал корпуса:** Steel

**Материал палубы:** Teak

**Комплектация корпуса:** Full Displacement

**Цвет корпуса:** Blue

**Отделка корпуса:** Steel

## Информация о двигателе

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**Двигатели:** 2

**Производитель:** Yanmar

**Модель:** 6G-UT

**Тип топлива:** Diesel

# ПОДРОБНОЕ ОПИСАНИЕ

## Hull

### HULL CONSTRUCTION

**Type:** Displacement

**Materials:** Steel with aluminium funnel, sundeck + masts

**Hull Form:** Full displacement

**Deck Fitting/ Rails etc:** Stainless steel + teak cap rails

**Colours:** Blue hull, white superstructure

### DIMENSIONS

**Length Overall:** 50.9 meter / 167 feet

**Beam:** 9.0 meter / 29 feet 6 inches

**Draft:** 5.0 meter / 16 feet 5' max 4.5M/14.8 ft mean

**Tonnage:** 930 tonnes (displ.) (laden)/715T (light)/GRT 703/ NT211

**Fuel Capacity:** 175 Tonnes

**Water Capacity:** 65 Tonnes

### SPEED

**Max:**13.0 knots

**Cruising:**10.5 knots

### MACHINERY

**Engine:** 2 x 900HP Yanmar 6G-UT

**Generator:** 2 x TRI Power 170KW each + 2 x 300KW Taiyo shaft alternators

**Power:** 440V / 3 Phase / 60 Hz

**Stabilizers:** Naiad Fixed Fin *Air Conditioning:* Cruisair throughout 576,000 BTU (New 2007)

**Heating:** Reverse cycle airconditioning

**Bilge System:** Manual

**Waste:** Taiyo Sewage Treatment Plant + Head Hunter toilet system (New 2007)

**Bowthruster:** Kamome CPP TC-200 110KW

**Sternthruster:** Tunnel Thruster Model 30 TT125H 110KW (New 2007)

**Water Maker:** 2 x Sea Recovery 6.8 Tonnes per day (New 2007)

## NAVIGATION AND COMMUNICATION EQUIPMENT

**Radar:** Furuno x 2 units

**Autopilot:** Hakushin Gyro

**VHF:** Furuno FM 3000 x 2

**Other:** See Bridge Equipment

**DECK EQUIPMENT** *Anchor:* 3 x 680 KG

**Bathing Platform:** Teak laid

**Aft Cockpit:** Teak laid flush with salon

**Life Saving Equipment:** 4 x 15 man Solas life rafts / EPIRB / 2 x Sart's *Fire Extinguishers:* Hand held throughout + remote control CO2 in Engine Room + smoke detectors throughout

**Searchlight:** On Main Mast *Controls:* In Bridge with port and stbd wing controls

*Tenders:* 1 x Seat 219 GRP rigid Tender with 174 Steyr inboard diesel +

Bravo One drive (New 2007) 1 x ACS 6.8M Hammerhead R.I.B. with 164 Steyr inboard diesel and Alamarin 230 Waterjet drive (New 2007) 1 x 3.6M RIB Hammerhead crew tender (New 2007) **Diving Gear:** New dive locker, with compressor, tanks + equipment 2012

## DOMESTIC EQUIPMENT



**See attached.**

**ACCOMMODATION:** For 12 persons in 6 cabins + 13 crew

**M/Y “NORTHERN SUN” - Single screw /C.P.Prop. Diesel Private Yacht**

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BUILDERS/ DATE Narasaki Shipyard, Muroran, Hokkaido, Japan / Hull No. S-895

Launched March 1976, First registered 3rd July 1976.

CLASS Built to/under ‘JG’ (Japanese Government) standard/supervision

TANK CAPACITIES Fresh Water - 65 Tonnes

Fuel - 170 tonnes

SPEED Max. - 13 knots / Economic Cruising - 10.5 knots.

RANGE 10,000 NM approx.

@ cruising spd. 10.5 knots with 2 engines + 1 generator

22,000 NM @ 7 knots with 1 engine + generator

Average Daily fuel consumption : 4,200 litres @9.8 knots / day

175 litres / hour with both main engines + 1 generator running

**EQUIPMENT**

Machinery and Engine Room:

Main Engines

2 X 900 HP YANMAR Diesel engines Model 6G-UT (original 1976)

\* Port engine Ser. No. FGG 0236 / (JG Reg. no. 76228)

Previous major overhaul (under JG supervision) - 2002;

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Total hours approximately 68,958

Hours on clock: 24569 (2012)

Completely refitted Nov. 2012 zero hours

Hours 2016 port 1314 hours, since last overhaul.

\* Stbd engine Ser. No. FGG 0235 / (JG Reg. no. 76229)

Total hours approximately 68,813

Previous major overhaul (under JG supervision) - 2003.

Hours on clock: 24439 (2012)

Completely refitted Nov 2012 zero hours

Hours 2016 1353 hours, since last overhaul.

Clutching independently (singly or jointly) into single propeller shaft,

with Kamome Controllable Pitch Propellor (original 1976)

Type CPC-65, Ser. no. CP 2089 Overhauled Nov. 2012

Bowthruster :

110 kW / Kamome - controllable pitch prop. (original 1976)

Type TC-20, Ser. No. T-80 Overhauled Nov. 2012

Sternthruster :

Tunnel thruster - Model 30 TT125H, 110kW, with electro-hydraulic power pack.

(new 2007) Overhauled 2012

Generators :

both Yanmar M/E's driving shaft alternators, 440v/3-phase/60Hz (original 1976)

2 X Tripower generators Model TPMAA (new 2007), using Cummins engines

model 6CTA8.3D, generating 440v/3-phase/60Hz - 170kW, with customized sound shields. (new 2007); Total 8260 hrs each Nov. 2012 Both completely overhauled June

2012. Approximate 2260 hrs run since overhaul.

Switchboard 440v/3-phase/60Hz - Synchronising panel board for new generators (new 2007) in Engine Control Room

#### Air-conditioning

Air-Conditioning Chillers – ‘Cruisair’ two units FMTC6HEC (new 2007), comprising MTC96EC. 96,000 BTU/hr modular tempering units (3 per system), totaling 576.000 BTU, with multi-unit control panel. Local ‘Cruisair’ handlers and SMX II local controllers throughout ship. (new 2007) Overhauled 2015.

#### Water Makers

‘FCI” reverse osmosis two units ‘Mq max-q modular system 1800 gallons per day per unit (new 2011) Multi media filler, PH neutralizer U.V. sterilizer (new 2007) Overhauled 2015.

Oily-Water Separator Model YSF-Q-0.5

New Fixed and Portable fire pumps fitted 2015.

Eng. Room Bench drill, 1 lathe, 1 work bench + vice, 1 grinder

#### Workshop

Stabilisers Naiad ‘fixed fin’ stabilizer system (new 2007) - units located outboard of Laundry (stbd) and Ch. Engineer’s Cabin (port) on Crew Deck.

Steering flat Original electro-hydraulic steering system (1976)

Shore power multi frequency converter transformer (new 2007)

Fuel Polisher: Two fitted 2015

Bridge: C.P. prop./Bowthruster and Sternthruster controls on main console - together with Bridge Wing maneuvering stations.

Hakushin gyro, autopilot and rudder indicator (original 1976)

Radar - Furuno 'FAR 2137S' (10 cm) 20" screen/ 30 KW, with 9-ft antenna, 96 mile range

Furuno 'FAR 2117 (3 cm) 20 screen/ 12 kW, 6.5-ft antenna (new 2007)

96 mile range

Electronic Chart System/Plotter - Transas / ECIS 3000 (new 2007) with TX 97 charts for Asia/Pacifica.

Satellite Compass - Furuno 'SC 602'

Doppler Log - Furuno 'DS-80' (new 2007)

Echo-Sounder - Furuno 'FE 700' (new 2007)

2 GPS Navigator receivers - Furuno 'GP 150' (new 2007)

A.I.S. - Furuno 'FA 150' (new 2007)

Wind Indicator - R M Young 05103 (new 2007)

2 X marine VHF's - Furuno FM 3000 (new 2007)

1 X Ground-to-Air VHF - Icom 'IC-A200M (for helicopter ops - new 2007)

Int. flags cabinet

4 x Kenwood portable VHF sets

Chart table + drawers

Sanshin search light control

Naiad stabilizer control panel

Inventory of paper charts and nautical publications.

Waeco refrigerator

Ship's Office/

Radio Room

GMDSS Radio Set-Up for 'Area A2' operation - (new 2007)

X VHF - Furuno 'FM 8500' (25W)

X MF/HF - Furuno 'FS 1570' (150W)

1 X 'Sat C' - Furuno 'Felcom 15'

Seatel V. Sat with two separate telephone lines + unlimited broad band data

'Mini M' - Skanti 'FA 1501'

GPS recorder Furuno 'GP150' (New 2007) Navtex (paperless) - Furuno 'NX 700B' (new 2007)

Weatherfax (paperless) - Furuno 'FAX 30' (new 2007) Ship's main PC / PD Dell with Cannon 3 in 1 printer/copier/fax (new 2010)

## Bridge

Alleyway: Fire Detection system panel (new 2007)

Remote Control for Engine Room CO2 Fire Extinguishing System (new 2007)

Other: Ship's telephone system/PABX (new 2007)

Fire, Bilge & service pumps (original 1976)

Additional emergency fire pump/secondary bilge pump for Crew Accom (new 2007)

Fire hoses, nozzles, etc..

Side companionways/ Stern passerelle (new 2007)

Anchor windlass / two bower anchors, and one spare - located in fwd hold. (all original 1976)

Mooring capstans aft (new 2007)

Satellite TV 'Seatel'

New TV, Blu Ray Players + Docking Stations + Bose Speakers in all Cabins 2015

Tenders 1 x 'SEAT 219' fiberglass 'rigid' tender - (built in SEAT Boat Co., Pattaya, Thailand) with Steyr 174 inboard diesel and 'Bravo One' drive. (new 2007) Refitted completely 2012

1 X ACS 6.8m 'Hammerhead' RIB - (built in A.C.S., Subic) with Steyr 164 inboard diesel and 'Alamarin 230 waterjet' drive. (new 2007)

1 x 3.6M Hammerhead RIB crew tender Yamaha 20HP 4 stroke outboard

1 x Work Tender Avon 3.6M with 30HP 2 stroke outboard

Dive Locker built 2012

New dive compressor Bauer Poseidon 250 TE 5.5KW

New dive tanks

New BCDs + Regulators

New fishing rods

New Sea Bobs 2015

New Running Machine, Rowing Machine, Exercise Bike free weights

## **Expedition M/Y “Northern Sun”**

### WALK THROUGH SYNOPSIS

**Northern Sun** has been transformed from a fisheries research vessel into a luxurious long range expedition yacht. She was taken back to bare steel inside and out and completely rebuilt with new lagging, wiring, plumbing, electronics, generators, air-condition, cabinetry, furnishings, bathrooms, galley, cranes, tenders, teak decks, fully faired and painted in Awlgrip.

Her teak laid Sun Deck is completely private above the Bridge. It boasts a 4 man Jacuzzi, an abundance of sun lounging areas, a bar fridge, ice maker and sink and her deck furniture stores neatly inside the funnel at the rear of the deck. New sail awnings offer shade from the sun. A day head was installed in stbd. side of The Mast in 2015.

Easy stairs on the port side lead down to the Bridge Deck which has a beautiful wide Portuguese style teak deck passing in front of the bridge and leading aft port side and stbd to the Boat/Heli Deck aft. Life rafts stow neatly outboard and there are 2 recessed fire hydrants outside the bridge wing doors. The 2 wing controls are housed in separate boxes which close flush into the bulwark when not in use.

The Boat/Heli Deck is teak laid and has stainless steel safety rails all around. A 2 tonnes Stromme crane is mounted centrally aft of the funnel and can lower either tender port side or stbd into the water. Again the funnel is cleverly used to house the crane hydraulic pack and radio batteries.

Access to the Bridge is from port and stbd wing doors or from an internal corridor. The navigation equipment has been sensibly thought out and positioned by her very

experienced captain. A full list of equipment is detailed under bridge equipment. The windscreens have a negative angle to reduce glare, and two have all clear screens for inclement weather. The all around visibility is excellent. An easy bench seat on port side with small coffee table allows guests and owner to enjoy the view whilst cruising. There is a chart table with drawers on port side and a good sized worktop on the stbd side. As well as the latest navigation equipment, there is also a flag locker with full set of signal flags. A Waeco drinks fridge is neatly located on the stbd aft wall.

Leading aft from the Bridge on the stbd side, the corridor takes you first to a fully equipped Radio Room and then to a generously sized Captain's Cabin, equipped with television, telephone, drinks fridge and Ensuite Bathroom.

The Corridor then leads further aft to stairs down to the Main Deck. At the top of the stairs is a fire control panel, a locker with remote fuel shut off pulls and cables, a PABX telephone control box and the Nera Fleet 77 control box.

At the bottom of the stairs is a Pantry giving a three-way access to the stbd Side Deck, inboard to the Crew Stairway or aft into the Salon. The Pantry has a U-Line ice maker, American Home fridge, hand basin and lockers.

Concentrating on the exterior, the Forward Working Main Deck is painted non slip white. There is a dual hydraulic windlass with 2 x 1500 lbs anchors and access hatch to the chain lockers. A large hydraulically raised hatch gives access to the garage where the crew tender or jet skis can be stowed out of the way using the on deck Bezenoni crane. A smaller hatch gives crew access to the garage from the deck and from here a separate corridor leads aft to the Crew Mess or forward to the Bosun's Locker. There is a separate compartment for the bowthruster hydraulic pack, emergency diesel driven bilge or fire pump and hydraulic windlass power pack.

Back on deck, teak decks lead in front of the Salon to a beautiful forward facing recessed seating area with coffee tables and sun awnings. This makes an ideal area for evening cocktails or relaxing whilst underway. Moving aft down the port or starboard side decks are two reception doors at mid ships giving access to the salon with well located side boarding ladders mounted flush into the bulwarks. Fire hydrants and life rings are nicely recessed into the bulwarks and superstructure and there is a hot and cold shower on the stbd. side to rinse off after a swim.

Moving further aft, down the wide Side Decks with beautifully varnished caprails, you reach the Aft Deck Area with fitted seating and large varnished table for al fresco dining. Either side of the seating, two impressive stairways join to lead down as one, to the teak laid Bathing Platform, making a very practical and attractive transom for stern to mooring. A hydraulic passerelle stows neatly inside on the stbd side, whilst the hot and cold shower stows away on the port side.

The Main Deck interior has a full length Saloon giving fantastic visibility all around, with three clearly defined areas. Forward is the Piano Salon with an excellent view ahead. At

mid ships is a plush Lounge Area with pop-up flat screen television and Bose Surround Home Theatre system. There is a day toilet off to port and a wide corridor leading to the Aft Viewing Salon with panoramic views of the aft deck and beyond. The floor is finished in a beautiful dark Nara wood and two Barrique wine fridges store your favourite wines.

The Main Deck has two separate stairwells to access the Owners and Guest Cabins. From the Middle Lounge, a central stairwell leads down and forward to the Dining Room on the port side and Owners Study on the stbd side. The dining table seats 10 in comfort and is well equipped to stow crockery and glassware. The Study has an open plan style and has a comfy chair and foot stool for relaxing; with a separate writing desk and chair.

Moving forward on the stbd side, you enter the full-beam, very impressive Owners Cabin with king sized bed, sofa and separate vanity unit. There are plenty of hanging lockers, a safe, flat screen television and Bose Surround speaker system. The Ensuite Bathroom is huge, boasting a two person Jacuzzi and separate shower.

Moving aft from the Study, a corridor leads to a good sized Twin Guest Cabin with Ensuite Bathroom.

From the Dining Room, a door leads into a Pantry and further aft into the Galley. The Pantry has a Fisher & Paykel fridge, U-Line ice maker, Barrique wine fridge, Miele dishwasher and sink. The Galley is well equipped with Miele oven, steamer, plate warmer, 2 Viking 4-ring hobs and 2 Viking ovens, an industrial extractor fan, a Sub Zero fridge freezer and double sink unit with insinkerator. There is also a large walk-in fridge and freezer outside the Galley in the Crew Corridor.

Moving further aft, down the Crew Corridor, is the Engine Room Control Room and, further aft, a door leads to the aft Guest Cabins. These cabins can also be accessed by a Guest Stairwell on the port side near the Aft Viewing Salon.

The Aft Guest Cabins comprise of 4 guest cabins, 2 twin, 2 double, all with ensuite bathrooms. New televisions, Blu Ray players, Bose speaker and I pod docking stations were fitted in 2015. There is also a telephone intercom for each cabin.

Much consideration was given to guest and crew circulation to maintain maximum guest privacy. Crew enter the Lower Deck Crew Mess and Cabins from the Galley Corridor or from the Bosun's Locker forward. The Crew Mess is well equipped with large table, Sharp TV, DVD player, Digital Multiplex recorder, Fisher & Paykel fridge, Whirlpool microwave, U-Line ice maker, Miele dishwasher, Furuno VHF, and camera monitor for the 4 security cameras. Crew Cabins are well appointed with ensuite bathrooms per the layout plan.

The Laundry is aft of the Crew Mess and equipped with 3 Miele W2104 washers, 3 Miele T422C dryers, a Miele D815D roller ironing press and plenty of storage for linen.



Access to the stabilizer fin and hydraulic pack and frequency converter is from the Laundry.

The Engine Room is in superb condition. The equipment has either been overhauled or renewed. New equipment includes: 2 “FCI” water makers (1800 gallons/day each), 6 Cruisair air-conditioning compressors with Smart random selector on demand, Head Hunter toilet system, 2 x 170KW Tritex generator, on demand fresh water pumps, air compressor for engine starting system. The work shop has a lathe, bench drill, grinder, work bench and vice, 2 hot water tanks, plenty of tools and is air-conditioned. The entire area is a show piece.

A new dive locker was constructed in October 2012 in the port aft Lazarette with the installation of a new dive compressor, racks to stow dive bottles, BCDs and dive equipment. There is also a new rack to stow fishing rods and reels.

2015 upgrade and improvements. All aft guest cabins have been rebuilt on a floating fully insulated manner significantly reducing noise levels whilst cruising. Radio equipment was been upgraded to operate the yacht commercially. New pipework fitted in engine room. New stainless steel fuel polishers fitted. Aircon compressors overhauled. Water makers overhauled. Top sides repainted December 2015. New Gym equipment and toys.

## CONCLUSION

Northern Sun is ready for a New Owner to take over, add their personal touches, provision the yacht and go worldwide cruising. She is a very stable lady with long range capabilities. The yacht has benefitted from her owner’s constant improvements, upgrades and refinements and spent money in the engineering department where other yachts fall flat. At USD15,000,000, she represents excellent value for money. Now upgraded to operate commercially and charter out at a weekly rate of USD140,000.

## Исключения

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При продаже яхты исключаются личные вещи владельца.

## Отказ от ответственности

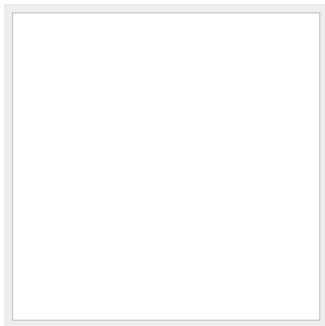
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Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по

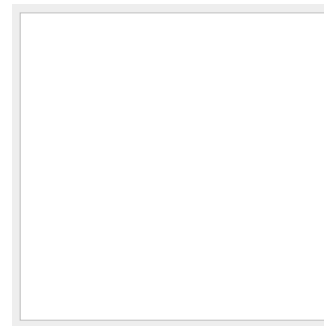
собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

# ФОТОГРАФИИ

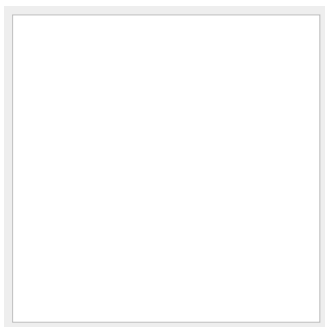
**Top Deck**



**Boat Deck**



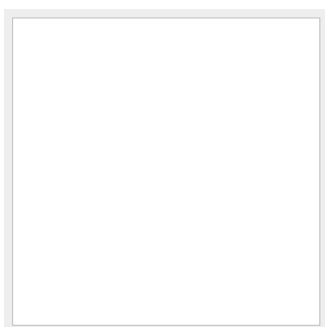
**Fore Deck Seating**



**Launching Tender**



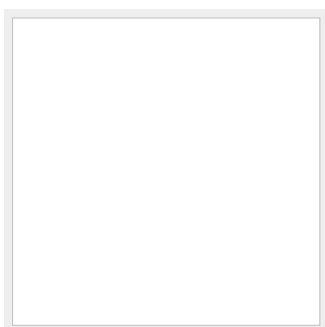
**Side Deck**



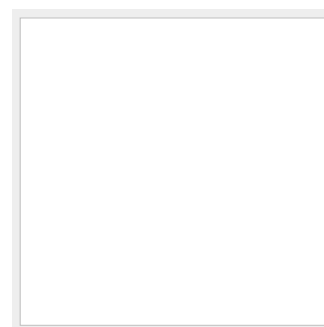
**Aft Deck**



**Aft Salon**



**Main Salon**



**Games Salon**



**Dining Room**



**Library**



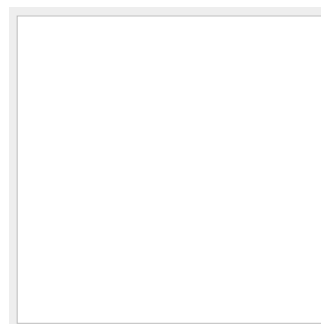
**Master Cabin**



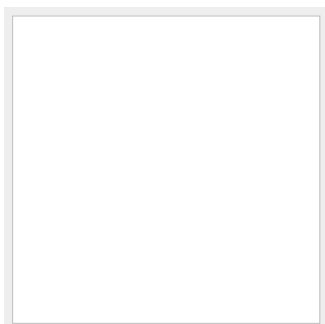
**Master Bathroom**



**Double Cabin 2**



**Double Cabin 3**



**Double Cabin 4**



**Double Cabin 5**



**Double Cabin 6**



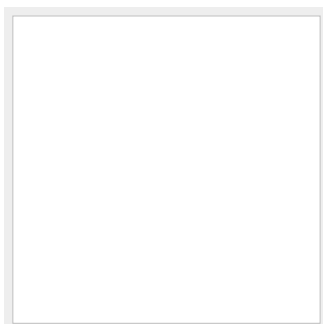
**Dive Locker**



**Cruising**



**Layout Plan**



# КОНТАКТЫ

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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.

## Контактная информация

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## Время работы

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

Воскресенье: **Закрето**

## Адрес

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