

# WORLD<sup>®</sup>



## YACHT BROKERS

**PRESENTS**

137' Expedition Motor Yacht

'The Big Blue'

**US\$13,950,000**



### ABOUT THE BIG BLUE

Proven long range expedition yacht with helicopter deck, zero-speed stabilizers, knuckle boom crane, Z-lift swim platform, Nitrox, redundant systems, excellent electronics, expansive exterior and side decks, Luiz DeBasto interior. Major refit completed at Derecktor Shipyard in 2013 to include new generators, deck modifications, upgraded systems, wiring, piping, interior, and outfitting for a world cruise.

Class: BUREAU VERITAS, Maltese Cross, Hull and Machinery, Unrestricted Navigation.

Flag: Marshall Islands PYLC allowing 84 days of charter.

Extensive maintenance and upgrades performed at Rybovich Shipyard November to March 2016.

Five Year Bureau Veritas Survey and annual RMI survey completed March 2016.

## **Dimensions**

LOA: 137 ft 10 in

Beam: 27 ft 7 in

LWL: 122 ft 0 in

Minimum Draft: 8 ft 0 in

Maximum Draft: 8 ft 6 in

## **Engines**

Engine 1:

Engine/Fuel Type: Diesel

Cruising Speed: 11 knots

Maximum Speed: 14 knots

## **Tanks**

Fresh Water Tanks: (5019 Gallons)

Fuel Tanks: (15586 Gallons)

Holding Tanks: (1453 Gallons)

## **Outside Equipment/Extras**

Hydraulic windlass

The 137.83ft Custom expedition motor yacht 'The Big Blue' was built by Troy Marine in Turkey at their Kocaeli shipyard , she was delivered to her owner in 2009 and last refitted in 2013. She features exterior styling by Ugur Isik, and engineering by Troy Marine. Previously named Imbros, her luxurious interior was designed by Luiz de Basto Designs.

## **Accommodation**

**The Big Blue's** interior configuration has been designed to comfortably accommodate up to 10 guests overnight in 5 cabins, comprising a master suite, 1 VIP stateroom, 1 double cabin and 2 twin cabins. She is also capable of carrying up to 8 crew onboard in 4 cabins to ensure a relaxed luxury yacht experience.

## **Construction & Dimensions**

The Big Blue features a displacement w/ bulbous bow steel hull and aluminium superstructure, with teak decks. She was built to BV (Bureau Veritas) classification society rules. The Big Blue is equipped with an ultra-modern stabilization system which reduces roll motion effect and results in a smoother more enjoyable cruising experience underway.

## **Performance**

Powered by 2 Volvo Penta (D16 MH) 739hp diesel engines and propelled by her twin screws, The Big Blue is capable of a top speed of 14 knots, and comfortably cruises at 11 knots. With her 59,760 litres fuel tanks she has a maximum range of 4,606 nautical miles at 10 knots. Her water tanks store around 12,660 litres of fresh water.

## **Amenities**

Helicopter Landing Pad

## **Accommodations**

The interior design by Luiz DeBasto is clean, modern, elegant yet comfortable. Large windows on the main deck and the 28' (8.4m) beam give this vessel a very open and bright interior. The master suite is forward on the main deck, along with a powder room, galley, dining and main salon. Protected side deck doors port (galley) and starboard (salon foyer) provide easy access to the wide side decks and steps to the pilothouse and 01 deck.

The crew's quarters are below deck forward and accessed via the galley or through a watertight door to a storage pantry and the guest stateroom companionway with three guest cabins and a full beam VIP stateroom and head that converts to a TV lounge and game room. The laundry center is located behind a door in the foyer with stairs up to the main salon and continuing to the sky lounge with a large private office and powder room and automated glass and stainless steel doors to the expansive aft deck. Forward is the captain's cabin with private head and adjacent to the captain's office located just aft of the pilothouse. Port and starboard side deck doors allow easy exterior access to the foredeck, aft deck and steps to the main deck on both sides..

The top exterior deck is accessed by an exterior staircase from the protected aft 01 deck and has a hot tub forward surrounded by a raised sunning deck and protected by a wind screen. Teak decking extends aft to a wet bar with grill and moveable lounge seating shaded by the mast support structure and a tensioned awning. Aft is the tender and heli-deck clad with a high density, fire rated, cork decking, knuckle-boom crane, and hinged alloy railings for helicopter operations. There is expansive room for an array of tenders and a helicopter.

## **Galley**

Professionally designed commercial galley with two sinks, two ovens, microwave convection oven, range top, hi volume exhaust system, large refrigerators and freezers, refrigerated compartment, serving station with Sodastream machine.

## **Captains Quarters and Office**

Located on the pilothouse deck this is a very comfortable and well appointed cabin with window, large berth, hanging locker and private head. It is directly across from the captain's office that is equipped with a ship's computer, bookshelves for manuals and a large desk top.

## **Crew Quarters and Lounge**

Three crew cabins each with private heads and showers, two berths and a comfortable crew lounge with microwave, sink, TV. Direct access to main deck galley and side deck door as well as guest stateroom companionway through watertight door.

## **Dining**

Main deck dining with seating for twelve and custom table and recessed polished stainless steel display under glass.

01 deck outdoor dining under covered deck with custom varnished table and compass rose inlay seats twelve.

## **Aft Deck**

The aft main deck is partially shaded by the overhang of the 01 deck and has a removable tensioned awning that can further shade the wide and cushioned aft sun-pad and seating area. Teak decks and wide steps provide easy access to the swim deck. Port and starboard boarding gates provide easy access to docks when in port.

The teak soled aft 01 deck is expansive and fully protected by the helideck above make this an exceptional entertaining area. LED lighting is well positioned in the overhead panels. A large teak dining table with beautiful in laid compass rose converts to a regulation size ping pong table and a large, moveable, sectional lounge can be oriented forward, aft, port or starboard. There is a serving cabinet forward and to port of the dining area.

## **Bow and Stern**

The foredeck is accessed via a rail protected, teak decked, companionway and steps. The dual hydraulic anchoring system is set in a polished stainless deck plate doubler with spurling pipes to the chain locker. An anchor washdown system is incorporated. Hullside anchors port and starboard are recessed in polished stainless steel pockets that allow the flukes to lock into place when tensioned. A watertight deck hatch allows access to the thruster compartment and forepeak.

The stern platform or swim deck is integral to the hull, expansive and well designed for tender boarding and water access. It is equipped with an Opacmare "Transformer", an articulating swim platform that stows flush in a recessed pocket and can be extended up and out to be used as a boarding platform at a Med-style port or a submerged dive platform. It is clad with cork decking and has articulating steps. An outdoor hot and cold shower head is rail mounted to port. Storage areas are a beneath the wide stairs port and starboard and accessed via hinged step sections. Centerline access to the dive and water sports gear lockers, Nitrox system, generator and switchboard room, engineer's office and engine room is through a watertight pantograph door.

## **Deck Equipment**

Dual hydraulic anchoring system, foredeck.

Bollards and fairleads, polished stainless steel.

Stern warping windlasses, aft deck.

Boarding gates port and starboard, aft deck.

Bollards and fairleads, polished stainless steel, aft deck and swim deck.

Hydraulic swim/dive/ boarding platform, Opacmare "Transformer" with cork decking.

Shore power inlet, starboard aft.

Fire fighting stations with hoses and fire suits as per regulatory rules.

Tender fueling station with hose reel and nozzle, starboard side deck engine room entrance.

Knuckle boom crane for tender handling, top deck.

Tie down points for tenders and helicopter, top deck.

Hinged rails for heli-deck.

Life rafts, two (2) 16- person SOLAS A canister type.

FLIR

Searchlight

Deck lights  
Courtesy lights in steps.  
Lighting, exterior overheads  
Doors, automatic sliding doors, main and 01 deck.  
Lockers, exterior on 01 deck.  
Hot tub, top deck.  
Tender, 17' 2008 Nautica RIB with outboard.

### **Electrical Equipment**

Generator 1: 86 kW, CAT with sound shield  
Generator 2: 86 kW, CAT with sound shield  
Generator 3: 38 kW, CAT with sound shield

### **Electronic, Phone & AV**

Phone System:

Shore Tel VS9 IP based PABX with 4 analog lines and support for up to 20 user WiFi SiP phones

Shore Tel 230g Master station phones with 3 line support and Gigabit Ethernet in bridge, owner's office, captain's office and crew lounge.

Shore Tel 115 Slim line single line VoIP phones: Guest cabins (4), captain's cabin, crew cabins (3), master stateroom, master bath, crew laundry, guest laundry, engine room, and lazarette plus spare.

Polycom Spectralink portable WiFi based phones with charging stations. Galley, main salon, sky lounge, spare.

BSI RMS355 Vessel administration server, Windows 2008 server with 4 TB of storage in Raid 5

TV and sound system: State of the Art systems installed in 2013 - detailed specs available upon request.

### **Electronics**

Displays - Five (5) Green Marine displays integrated and with two track ball and remote controls.

NavNet with Nobletec system

Autopilot: Simrad - AP-50

Rudder angle indicator: Simrad RI-35

Atmospheric monitors: Three (3) Furuno

VHF: ICOM M504

VHF: Sailor 6222 GMDSS

GPS: Two (2) Furuno GP33

GPS: Simrad MX500 GMDSS

AIS: Furuno FA150

NAVTEX: Furuno NX700 GMDSS

HF Radio: ICOM IC-M802 GMDSS

SAT C: Thrane and Thrane GMDSS

Radar: Furuno RCU-014

Whistle: Khalenberg M511 C/D

### **Engineers Room**

Engineer control room with desk and chair and work shop aft of engine room.

**Helicopter Pad**

Helicopter deck designed by Murray and Associates to meet requirements for an ENSTROM 480B or the heavier A STAR AS350B. Fire rated cork decking, tie down points, hinged alloy rails.

**Hull**

Full displacement steel construction with bulbous bow, narrow entry and round bilge, this design was tank tested and refined prior to construction. This is a sea kindly hull form with great respect from her crew and owners. Fitted with Naiad 525 active fin stabilizers with Datum control for "at rest" stabilization, this is a comfortable and efficient hull.

**Laundry Room**

Three full size commercial washer dryers, folding table, ironing board and storage.

**Mechanical**

Main engines: Twin VOLVO D16 MH RATING -2, 1119 kW or 750 HP each.

Remote controls and gauges for main engines in engine room.

Kidde fixed fire extinguishing systems in required machinery spaces

Oily water separator

Hamman sewage treatment system

FailSafe MAX Galvanic isolator

VT Naiad Central Hydraulic System

Model 20 Proportional Bow Thruster

Hydraulic steering with emergency manual backup

Fuel transfer system

Bilge ballast and fire system

NITROX system

Air compressor

Two Watermakers with UV sterilizers

Fuel and oil transfer systems

Air conditioning: Aqua Air 3 compressor chilled water system

Fresh air make up system with pre-conditioner

**Maintenance**

New paint, maintenance and updates January and October 2015.

Extensive maintenance and upgrades performed at Rybovich Shipyard November to March 2016.

Five Year Bureau Veritas Survey and annual RMI survey completed March 2016.

**Exclusions**

Owner's and crew's personal items and some artwork.

Helicopter is excluded from the sale.

Vessel Name "THE BIG BLUE" is reserved.

## **Captains Comments**

"The Big Blue has taken myself and the owners by pleasant surprise, surpassing all expectations by way of comfort, cruising range, fuel economy, stability and all round functionality. Over the past 10 months we have cruised 22000 nm from East Florida to SE Asia through the South Pacific Islands. Vast ocean crossing have put The Big Blues' machinery and construction to the test and we are happy to say she handled the seas and distances without falter.

She will maintain an average cruising speed of 11 knots extending her range to make ocean passages possible. We have seen seas up to 5 metres sometimes from two different directions and The Big Blue kept on cruising without being scarred.

Once at our destination, maintenance was kept easy with the satin finish hull paint requiring minimum attention. The marine deck 2000 that was installed on the Heli deck and transom does not require scrubbing or acids and is very durable.

She travels fully loaded with Kayaks, a Pico Sail boat, Jacuzzi, Helicopter, a 21' tender, 17' tender, 8' Dingy, Fuel for the Heli and a massive inflatable "Island of Fun" water park all stored on the sun deck with plenty of room to chill out on the sun beds surrounding the Jacuzzi. There is ample storage both on deck and in the interior.

She responds particularly well to maneuvering requests by the helmsman whether they are steering from the Bridge or the hand control pendant which can be used on the wings, foredeck for anchoring or sun deck for reef navigation.

Top of the line, new electronics chart system and screens along with Radars, Depth Sounder, Monitors and a Gyro Compass all installed in the refit make up part of a manageable Bridge to undergo voyages of any description.

Her set up for diving is efficient, with a Nitrox compressor that can fill cylinders in the tender tied alongside the swim platform. All equipment is stored in the Lazarette and storage in the transom bilges allow for access at all times.

Conveniently located within the Galley are the floor to overhead Freezers and Refrigerators for ease of access and enough space for frozen items to keep supplying meals up to 4 months. Equip with all new appliances and a user friendly work space, chefs will be pleased with the arrangement of their workspace.

The Crew Area was transformed from the frames up, into a 6 berth, comfortable living space with each cabin having ensuite bathrooms and DVD players for each bunk, along with a 47" TV in the crew mess linked to the vessel AV System which contains over 2500 movies and growing.

The water makers and fresh water tanks allow for continuous supply of hot and cold, and even when making water is not possible she can survive off full tanks for 6 or 7 days with conservative efforts.

All around she is a solid boat that is capable of anything with intelligent forward planning."