



Best Value Expedition Motor Yacht on the market.

Listing ID: 2012

DESCRIPTION:	22m Expedition Yacht
DATE LAUNCHED:	2003
LENGTH:	22.80m (74ft 9in)
BEAM:	6.75m (22ft)
DRAFT:	3.08m (10ft)
DISPLACEMENT:	98.48 ton
LOCATION:	Auckland, New Zealand
PRICE:	NZD 2.1m

General Description

A true heavy displacement 'expedition yacht' capable of travelling safely around the oceans of the world as comfortably as possible by virtue of the exceptional design along the lines of Baltic trawlers. She accommodates 8 passengers in 4 cabins and has a range of some 10,000 miles.

Big Bud was built to BV class and has been maintained to an exceptional standard.

The one owner from new has cruised extensively on the eastern seaboard of Australia and the Pacific islands.

Vessel Specification

Designer: T.C Watson

Builder: Pacific Motoryachts, Whangarei, New Zealand

Year Launched: 2003

LOA: 22.80m

Bmax: 6.75m

Draft: 3.08m

Moulded Depth: 3.59m

Cross Register Tonnage: 100.54 ton

Displacement: 98.48 ton

Registration No.: NZ1926

Call Sign: ZCNK7

Flag: New Zealand

Home Port: Auckland

Service Speed: 9.5 knots

Main Engine Capacity: 360hp

DESCRIPTION

Big Bud is a single screw steel Expedition Motor Yacht which also features a single auxiliary engine for redundancy purposes. The vessel has two decks with the engineering and tankage below the hull deck line with the bulk of the accommodation below the main deck.

The vessel has a raised wheelhouse forward of amidships. The engine room is large and is under the on-deck accommodation.

CONSTRUCTION

The vessel was built by Pacific Motoryachts Ltd, New Zealand to Bureau Veritas classification and commissioned in 2003, to a design by T.C Watson & Sons Ltd of Whangarei, New Zealand. She is of welded steel construction on formed steel frames, stringers and fore and aft girders. There are 3 water tight bulkheads throughout the hull. Integral tankage is forward and aft and along keelson area in the engine room.

All steel surfaces have been well prepared and finished with appropriate marine coatings.

LAYOUT

The forepeak is utilized as a water tank, the chain locker is located directly aft of the forepeak and is accessed from the foredeck.

The next area aft is the owner's large stateroom which features a King Island berth, with night stands each side, ample storage and hanging lockers, settee, TV and DVD player, office and ensuite forward with stall shower, twin basins and Royal Flush toilet. An emergency escape hatch is fitted in the deck head in the ensuite with access onto the foredeck. Access to this area is forward and down from the saloon from the main deck.

The engine room is the next area aft; the main engine is centrally mounted with the auxiliary engine outboard to port, with the genset to starboard. The main electrical control board is situated at the after end of the engine room; a workbench is located outboard to port.

Access to the engine room is off the starboard side deck and forward from the saloon.

The saloon is located on the main deck and has access off the aft deck and the starboard side deck and features a large L shaped settee and table to port, with settee and bar opposite. The galley is forward of the saloon to port and is modern and well laid out and features a full range of domestic appliances including electric oven, gas cooktop, dishwasher, microwave, Fridge/Freezer and trash compactor.

Forward of the galley is the provisions store which houses a large built-in freezer and shelving. Adjacent to starboard is the laundry with washing machine, dryer and wash tub and access to the day head, the engine room and the starboard side deck.

At the forward end of the saloon are stairs up to the wheelhouse, where the helm station is situated on the center line with a leather pilot chair. There is also a settee with a small table and off-watch bunk aft to port. All navigation, communication, engine and systems can be controlled and monitored from this area.

At the aft end of the lower deck are three cabins. This area is accessed down stairs aft from the saloon., the port guest Stateroom with Double berth with storage under, cabinet, hanging locker and TV and DVD player. Aft of this cabin is the guest head with stall shower, Royal Flush toilet, large counter area with twin basins, plenty of cabinets and storage space.

The guest aft starboard cabin has upper/lower berths, shelves, drawers and cabinets for storage, there is also an emergency escape hatch fitted in the deck head with access onto the aft deck. The starboard guest Stateroom features a Queen Island berth with storage under, cabinet and hanging locker and TV and DVD player.

The cabins are tidy with teak veneer paneling, joinery and trim. The deck heads are Ceratone T & G type panels. All the accommodation areas are fitted out to a high standard and are all air conditioned with individual air handlers and controls.

Above the saloon is the upper deck which is accessed from the aft deck and features outdoor furniture, BBQ and teak decks, along with access forward up to the Fly Bridge with upper helm station, seating and Bimini cover.

Located directly aft of the lower accommodation is the boarding platform which houses a built-in petrol tank and storage compartments above for the shore connection and power cable and petrol filler and is accessed from the aft deck. Also off the aft deck to port is the fire locker and deck store.

MACHINERY AND ENGINEERING

The vessel is powered by a single Cummins N14M commercially rated marine diesel engine which develops 364 HP at 1800 rpm. Engine hour meter shows 3648 hours. The drive is via a Twin Disc MG514DC, 5.16:1 reduction gearbox and 4 ½" conventional shaft, driving a 1524mm x 1220mm four blade nickel aluminium bronze propeller.

The main engine is fitted with Leece-Neville 24 volt 175 amp alternator.

The auxiliary engine is a Cummins 6BT 5.9 diesel engine which develops 180 hp and drives a 3 blade 914mm Max-Prop folding propeller, offering "get home" capability. The engine hour meter shows 320 hours only. Running off the front of each the Cummins engines are Mecce-Alte 25kW cruise alternators.

The main and auxiliary engines are keel cooled and 24 volt electric start.

There is also a 20kva 110 volt Northern Lights Genset, which supplies ships electrical power.

There are several electrically driven pumps for fuel transfer, waste water, fresh water, deck wash and bilge pumps and a Wartsila Oily Water separator.

The engine room also houses the two FCI Max Q and Aquamiser Plus water makers with a combined output of 2400 US GPD, including 135 liter Rheem electric water heater, the 2 Aqua Air chilled water air-conditioning units and the Trac stabilizer units. Hydraulics is driven off either the main engine or the auxiliary engine. The engine room is also fitted with forced air ventilation and extraction fans.

The Trac stabilizers units are fitted at the forward end of the engine room. The vessel is also fitted with a ABT 35 HP bow thruster and a ABT 30 HP stern thruster. The engine room can be monitored by CCTV from the bridge.

Fuel is carried in 8 tanks with a total capacity of 44,200 litres (37.66 tonne)

Lube Oil tank capacity is 240 litres.

Freshwater tank capacity is 7200 litres.

Petrol tank capacity is 485 litres

ELECTRONIC AND ELECTRICAL

Primary ships 110V AC electrical power is provided by the Northern Lights 20 kW Genset and the 2 x 20 Kw cruise alternators on the main and auxiliary engines. AC Voltage is 110, 220 and 415. Shore power is via a 3 phase isolator transformer located on the engine room aft bulkhead. DC voltages are primarily 24volt with some 12volt services. The House and Engine start batteries are located in the engine room and are charged from the engine alternators and 2 Mastervolt 100 amp AC battery chargers and two 2500 watt Mastervolt inverters, the Radio battery is located in the wheelhouse and is charged by a Vectron 5000 watt inverter battery charger. The house batteries are sealed gel cell type with 1500 amp-hours. Switching gear and control gear is housed in the engine room with individual circuits controlled from the wheel house.

WHEEL HOUSE

The wheelhouse is accessed internally from the main saloon and from the wing decks each side. The wheel house is large and well laid out with good all-round visibility forward and to the sides. The view aft is through narrow windows over the top of the main saloon coach roof. Aft to port is the settee with small table and an off-watch bunk. The "Saura" reflector binnacle type is mounted up on the Fly Bridge.

Bridge Electronic equipment includes:

1 x Furuno 1933L Navnet Multifunction unit displaying radar, depth, AIS and chart plotting.

1 x Furuno 1942 Mk 2 64 NM Radar

1 x Furuno GP-31 GPS receiver

1 x Furuno SC-50 Satellite compass

1 x Furuno FAP-300 Autopilot

1x Furuno CH-250 Searchlight Sonar

1 x Furuno FS-1552 SSB Radio Transceiver

1 x Furuno FA-150 AIS

1x Furuno VHF Transceiver

1 x Icom VHF Transceiver

1 x Furuno CH 250 Searchlight Sonar

1 x Furuno FAX-207 Weather Facsimile

1 x ABT Trac Stabilizers

1 x ABT Bowthruster & Sternthruster

1 x Hitachi 15" LCD Transas Plotter/ Sonar Screen

1 x Iridium Satellite Phone

1 x KVH G4 Tracvision

1 x Ships intercom

Extra equipment includes:

Royal Mariner Clock & Barometer, Saura Compass, Twin Disc and Morse engine controls, Kahlenburg air horns, Seematz Searchlight, Wagner Tiller Control and clear view on the forward helm window.

Two enclosed panels house AC and DC electrical circuits.

DOMESTIC EQUIPMENT

The galley area is spacious and well laid out with Granite bench tops, stainless steel sink.

Domestic galley equipment includes:

Sharp Microwave oven

James D Nall fridge/Freezer Unit

Fisher & Paykel Dishdraw Dishwasher

Miele domestic electric oven

Miele 4 burner gas cooktop

Air extractor over the cooktop.

Trash compactor

The saloon has a Sony DVD/CD player, Denon Amp and a Sharp Flat screen TV.

PLUMBING AND SANITATION

Fresh water is held in the forepeak with a total capacity of approximately 7.2 tonne.

Pressure water is delivered to the galley, heads and on deck. The filtration and pump system is located in the engine room. Hot water is electrically heated. Two FCI water makers are also located in the engine room with a combined output of 2400 GPD. Toilet bowls are domestic style with water jet flush and connect to a 1600 litre black water tank.

Vanity tops are Granite type with porcelain basins and domestic type tapware. Ceramic floor tiles are fitted in all the wet areas. The grey water tank capacity is 1600 litres.

DECK EQUIPMENT

The foredeck has a Muir SGC2 hydraulic anchor capstan with twin gypsies and warping drums. Both gypsies are loaded with 135kg Stockless anchors on 16mm Q2 stud link chain and 200m chain roads. Large bits and fair leads are fitted around the decks. Two deck fire hydrants are located to port and starboard amidships.

A 17-foot Boston Whaler with a 100 HP 4 Stroke Yamaha outboard is also housed on the foredeck, along with a 3000lb Palfinger marine hydraulic davit for launching the tenders.

The upper deck has a seating and table arrangement to starboard with a BBQ to port.

EMERGENCY EQUIPMENT

The vessel is equipped and maintained with the safety equipment required for BV class and survey. CO2 flooding for the engineroom is fitted.

A single 6 man Solas "A" DSB life raft is carried on the saloon coach roof. Life buoys and 2 Kannard 406 Epirbs are also provided.

Life saving appliances is provided for up to 8 people.

IMPORTANT: The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct their agents, or their surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.

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