

Project MASTER

For sale - Specifications



About MASTER

"Conceived to withstand the rigors of high and low latitude cruising and everywhere in between, the Dutch built MASTER establishes new parameters for a user-friendly 70 meter 230', 2,801GT yacht. Now under construction at Icon Yachts, world famous for its pioneering conversions, MASTER benefits from robust mechanical applications derived from commercial shipping to improve performance and reliability including a hybrid diesel electric propulsion system and Voith eVSP propellers chosen for their ease of manoeuvring and quiet DP operation. With dynamic positioning, a 6,700nm range at 10 knots and a top speed of 14 knots, MASTER also complies with recent regulations for NOX emissions and is future proofed for Tier IV regulations".

70.00 M / 228'

SPECIFICATION

BUILDER	ICON YACHTS
DELIVERY	2027
HULL BEAM (M/FT)	15.00/ 49'03"
EXTREME BEAM (M/FT)	18.40/ 60'04"
DRAFT (M/FT)	4.50 / 14'09"
HULL MATERIAL	STEEL
GROSS TONNAGE	2,801
ENGINES	5 x SCANIA GENERATORS FUTURE PROOFED FOR TIER IV
SPEED	10 / 14 KNOTS
CLASS	LLOYDS REGISTER
FLAG	MALTA
EXTERIOR DESIGNER	ESPEN ØINO
INTERIOR DESIGNER	WINCH DESIGN
GUEST / STATEROOMS	12 / 6
CREW	25 / 18

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MAIN CHARACTERISTICS

Name:	PROJECT MASTER	
Builder:	ICON Yachts	
Delivery:	2027	
LOA (M/FT):	70.00 M	228'
Hull Beam (M/FT):	15.00 M	49'03"
Extreme Beam (M/FT):	18.40 M	60'04"
Draft (M/FT):	4.50 M	14'09"
Gross Tonnage:	2,801	
Hull Material:	Steel	
Superstructure:	Steel	
Decks	Bolidt Future Teak including Heli Deck	
Flag:	Malta	
Classification:	Lloyds Register: 100A1 SSC 100A1 Yacht, G6, Mono, LMC, UMS, ShipRight (ThCM, IHM), Hybrid Power, ECO(*) Certification Polar Code C *(see page 6 for details)	
Exterior Designer:	Espen Øino	
Interior Designer:	Winch Design	
Naval Architect	Conoship B.V and Van Ossanen Naval Architects	
Propulsion	Diesel Electric, Voith Schneider Propeller (eVSP) with integrated electric motors	
Bow thruster	Schottel STT 2FP, 350kW	
Generators:	5 x Scania Generators future proofed for Tier IV	
Dynamic Positioning System	Included	
Speeds:	14 kts Max 10 kts Cruising	
Range:	6,000 nm @ 10 kts within Emission Control Area 6,700 nm @10 kts with guests onboard 9,500 nm @10kts outside Emission Control Area	
Stabilisation	2 x Voith Schneider Propellers (eVSP) equipped with VRS stabilisation module underway and at anchor	
Guest Accommodation:	12 guests in 6 staterooms	
Crew Accommodation:	25 crew in 18 cabins	
Helicopter details:	Commercially certified Heli Deck for 4.3 t helicopter, D-value 13.7	

TANKAGE

Fuel Oil	484,000 liters	128,000 gallons
Fresh Water	254,000 liters	67,000 gallons
Technical Fresh Water	443,000 liters	117,000 gallons
Waste Water (0 discharge)	22,990 liters	6,000 gallons
Sewage sludge	23,700 liters	6,200 gallons
Treated Water (0 discharge)	114,770 liters	30,319 gallons 3031
Bilge Water	10,000 liters	2,600 gallons
Waste Oil	3,000 liters	800 gallons
Urea	10,100 liters	2,660 gallons
Deck Wash	22,990 liters	6,000 gallons
Helicopter Fuel	5,000 liters	1,320 gallons

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OVERVIEW

The vessel, now known as "MASTER," was originally built in 2001 by Kleven in Norway as an Emergency Rescue and Response Vessel (ERRV). After a careful assessment, she was deemed appropriate for a Major Conversion into an exploration yacht and was acquired and taken to Harlingen (The Netherlands) for conversion after purchase.

Built for stability, efficiency and endurance, the original hull features a sturdy, flared bow to enhance safety and smooth handling in heavy seas. The robust construction, comparable to 100m+ yachts, with a wide beam allows for large liquid capacities, extends her autonomy and ensures reliability and efficiency at cruising speeds.

MASTER features a true 360° bridge, offering a remarkably spacious area of 86 square meters.

ICON Yachts is the world's most experienced shipyard in the conversion of heavy-duty commercial vessels into luxury explorer yachts. A Major Conversion entails repurposing an existing vessel, improving its performance and extending its lifespan.

Lloyds Class reviews and approves all design plans, inspects the construction processes, ensures compliance with safety and regulatory standards, and certifies the vessel once it meets all their requirements (Lloyds Register:  100A1 SSC 100A1 Yacht, G6, Mono,  LMC, UMS, ShipRight (ThCM, IHM), Hybrid Power, ECO(*) Certification Polar Code C).

Once the yacht is completed, the shipyard will issue a new builder's certificate stating "Major Conversion by ICON Yachts" and the year.

PROPULSION

The vessels diesel electric propulsion system, consisting of port and starboard Voith eVSPs driven by 5 x Scania with Tier III Exhaust Treatment (Tier IV ready) compliant generators and a 2 MWh battery bank, was chosen to future-proof the vessel and align with modern standards.

Propulsion and hotel power are produced by the 5 x Scania DI-16 generators, each housed in a double-resilient mounted soundproof enclosures.

The use of five generators allows the intelligent onboard Power Management System to activate only the required number of generators based on speed, range and hotel requirements, thereby optimizing energy efficiency.

The 2 MWh battery bank also allows for:

- Peak Shaving, releasing power to the grid during demand spikes, reducing the need to activate additional generators
- Silent Operation: eliminating the need to run generators, achieving zero emissions, during anchoring or low overnight hotel load demands
- Emission-Free Port Operations, enabling quiet, emission-free entry and exit from ports, particularly beneficial for short distance manoeuvring

The eVSP propulsion system uses vertical blades on a rotating disk, allowing instant thrust in any direction. The system also provides stabilisation at zero speed and underway.

eVSP key advantages include:

- Precise handling providing instant directional control, enhancing maneuverability
- Efficiency, allowing for optimized generator fuel consumption underway
- Electric motors ensure quiet operation and low noise and vibration

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The bow thruster is a fixed pitch SCHOTTEL 350kW (469hp) with a 1.54m diameter, 4 blade propellor, turning at 328rpm.

ELECTRICAL

The entire electrical system including design, engineering, support and power supply, consumers, all cabling, cableways, infrastructure, switchboards and interior and exterior lighting is by the renowned Dutch electrical contractor Eekels Technology B.V.

Alarm Monitoring and Control System (AMCS), Navigation and communications integration by Eekels Technology B.V.

Main engine controls, joystick controls, AMCS, and power management all by Eekels Technology B.V.

TECHNICAL EQUIPMENT

Water makers: HEM or Idromar

Waste water treatment system: DVZ or Hammam

Water pumps: Desmi or Azcue

Bilge water separator: Alfa Laval or Sepflutech

Urea pumps: Azcue or Garbarino

Compressed air: Atlas Copco or Sauer

Power management: Eekels Technology B.V.

Navigation and Communications package: TBD but Alphanet or Radio Holland

Shore power: Marpower

Technical paint consultants: Atlas

DECK EQUIPMENT

Cranes, passerelle and boarding ladders:

Two Cramm main tender cranes, SWL 8000kg, man riding.

One Cramm portside overhead toy store crane, SWL 999kg, electrically driven.

One Cramm starboard side overhead SOLAS approved, man overboard and man riding (MOB) / SWL 1500kg.

One removable, manually operated davit with deck connection points in four (4) locations, SWL 250kg.

A Cramm telescopic 10.4m by 1.0m passerelle with port and starboard slewing and stainless-steel rails.

One Cramm electric/hydraulic boarding ladder with self-levelling steps on port or starboard side.

Anchoring

Two Steen or equal 80kN electric capstans on C Deck forward

Two Steen or equal 80kN electric capstans on Main Deck aft

Two short shank anchors, 2100Kg each.

440m/1443' of 36mm grade Q3 anchor chain

4 stainless-steel tender mooring sockets

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Pool

Astra Pool commercial whirlpool with approximately 2,200 liter capacity, hydromassage and lighting

Awnings

Exterior sun awnings by Tec wire or equal.

HELI DECK

MASTER features a commercially certified Heli Deck, allowing both private and commercial use when the yacht is chartered.

The Heli Deck supports helicopters with a maximum weight of 4.3 t and a D value of 13.7, including models such as the EC145. It is equipped with all essential safety systems, including a concealed foam firefighting system. The vessel is also prepared to accommodate the installation of a refueling unit with a capacity of up to 5m³ of helicopter fuel. Additionally, the helipad doubles as a party deck, with stability calculations made to support crowds of up to 100 people.

POLAR CODE CERTIFICATION

MASTER will meet Polar Code Category C requirements, allowing for safe navigation in Polar Regions during summer months in non-ice conditions.

THE TENDERS (Included)

MASTER carries two 11.75m /38' heavy-duty tenders built by Maritime Partner AS.

- 1 x Open tender: serving as a limo or dive-support vessel.
- 1 x Enclosed tender: Ideal for cold climates and Arctic expeditions.
- 1 x Castoldi/TBD Rescue boat

Originally designed for North Sea rescue operations, the aluminum tenders are built for extreme conditions. With a "mini conversion within a conversion" the original structures were maintained but stripped of all machinery and electronics. Both tenders will be equipped with two new inboard Volvo Penta D4 engines (230 hp each) with joystick control steering, giving each a top speed of up to 37kts.

INTERIOR ACCOMMODATIONS

With a preliminary interior by Winch Design, MASTER's accommodations include a master suite on the owners' private deck, and two VIP staterooms and three guest suites on the Main Deck. Headroom in all new accommodation will be 2.5m/ 8'3". The headroom in all existing spaces (such as Crew) will be 2.1m/6'9".

Key features include: a large Spa/Gym/Sauna, a Science Lab and a show Galley.

A four-person (350kg.) elevator serves (3) decks.

There are accommodations for 25 crew in 18 exceptionally large crew cabins.

Please refer to the General Arrangement drawing for further layout details.

For details on the construction and finish of the guest and crew interior, please refer to the full technical specifications.

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Noise and Vibration

Noise levels at anchor are generally 45 (dB)A and underway a maximum of 52 (dB)A.

Cabin to cabin privacy values are 30 to 40 (dB)a.

The noise and vibration consultant is Intersona B.V. and full noise and vibration parameters both underway and at anchor are to be found in the technical specifications.

Interior fire protection

A high-pressure water mist fixed fire extinguishing system (Ultra-Fog) connected to the AMCS will be installed.

Refrigeration

Approximately 9.5m³ of refrigeration and 5.3m³ of freezer capacity are located on Deck B. Approximately 3m³ of garbage freezer is located on the Main Deck.

Air conditioning

A new HVAC system including mechanical and natural ventilation, air conditioning and heating via fan-coil units, engineered and manufactured by Breman will be installed.

Explanation of Master's Lloyd's Classification Description

Lloyds Register: ⚙️100A1 SSC Yacht, G6, Mono, ⚙️ LMC, UMS, ShipRight (ThCM, IHM), Hybrid Power, ECO(*) Certification Polar Code C

Lloyds Register: is the Classification Society

⚙️ : the ship was constructed under survey by Lloyd's Register surveyors

100 : means the ship is made of steel and suitable for seagoing service.

A : means the ship was constructed or accepted into LR class and is maintained in good and efficient condition

1 : means the ship has onboard anchoring and mooring equipment in good and efficient condition

SSC Yacht : means Special Service Craft which is the category into which the ship has been classified by Lloyd's.

G6 : Means Service Group 6, the yacht has no service area restriction and is "ocean-going".

Mono : Is the type of Special Service Craft, mono-hulled yacht.

Maltese Cross ⚙️ : the ship was built under special survey.

LMC : Is Lloyd's Machinery Certificate meaning that the machinery has been installed and tested under Lloyd's special survey.

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UMS : Means Unmanned Machinery Space. The control engineering equipment has been arranged, installed and tested in accordance with Lloyd's rules permitting the craft to be operated with the machinery spaces unattended.

ShipRight : complies with procedures ensuring high standards of safety, quality and reliability at the design stage and construction

ThCM : Thruster Condition Monitoring

IHM : Inventory of Hazardous Materials and Ship Recycling

Hybrid Power ECO (*) : Eco power system approved by Classification societies

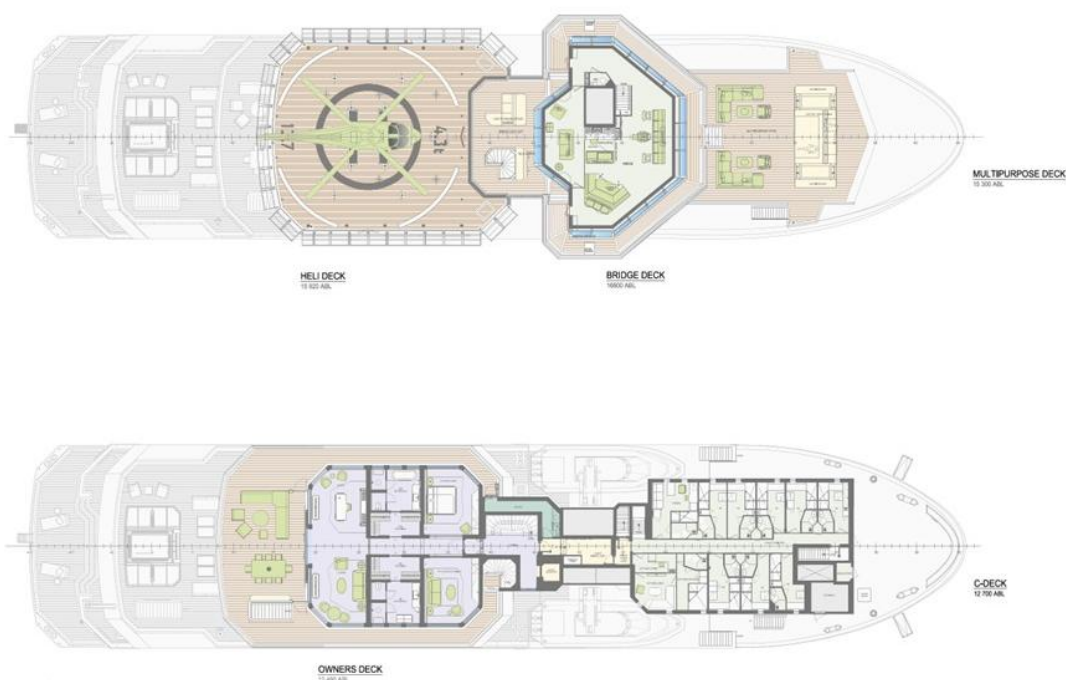
Certification Polar Code C : Category C ship means a ship designed to operate in open water or in ice conditions less severe than those included in Categories A and B. This corresponds to ships of any Baltic ice class or with no ice strengthening at all.

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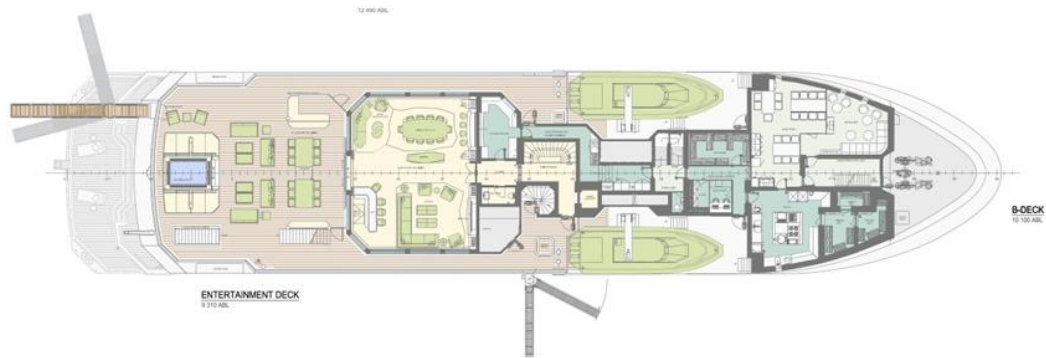
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GENERAL ARRANGEMENT



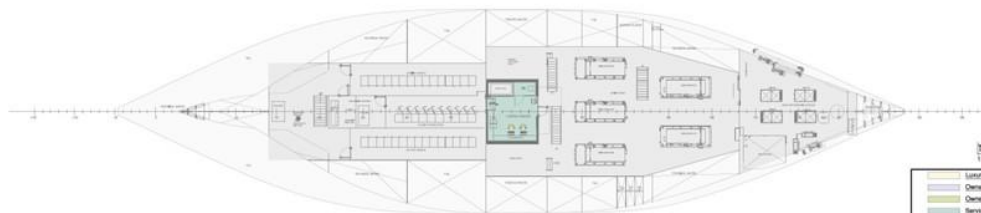
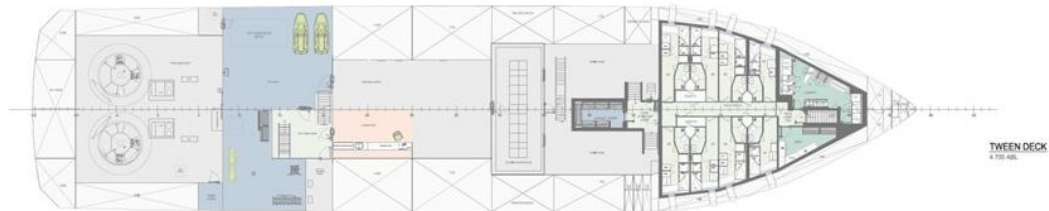
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Legend:	 Epoet Oerpo International S.A.R.L. Tel: +33 1 87 17 22 45 email: epoet@epoet.com epoet@epoet.com TOTAL PERSONS ON BOARD
MAIN PARTICULARS	