

EMERALD



EMERALD

SPECIFICATION.



Asking price
EUR 21,000,000



Built
1990 (refitted 2023), Feadship, C Van Lent & Zonen, The Netherlands



Length
50.4m (165.3ft)



Beam
8.2m (26.9ft)



Draft
2.7m (8.9ft)



Gross tonnage
467



Cruising speed
11 knots



Maximum speed
14 knots



Flag
Malta



Lying
West Mediterranean



Class
Lloyd's Register (LR) +100A1 Yacht + LMC & Malta CYC 2020



Exterior designer
De Voogt



Interior designer
Design Unlimited



Construction
Hull - Steel, Superstructure - Aluminium, Deck - Teak



Crew
10



Guests
12



Cabins
6 (4 × double, 2 × double/twin)



Engines
2 × 850hp Caterpillar



Propulsion
Twin screw diesel yacht

[View yacht on website](#)

[Watch yacht video](#)

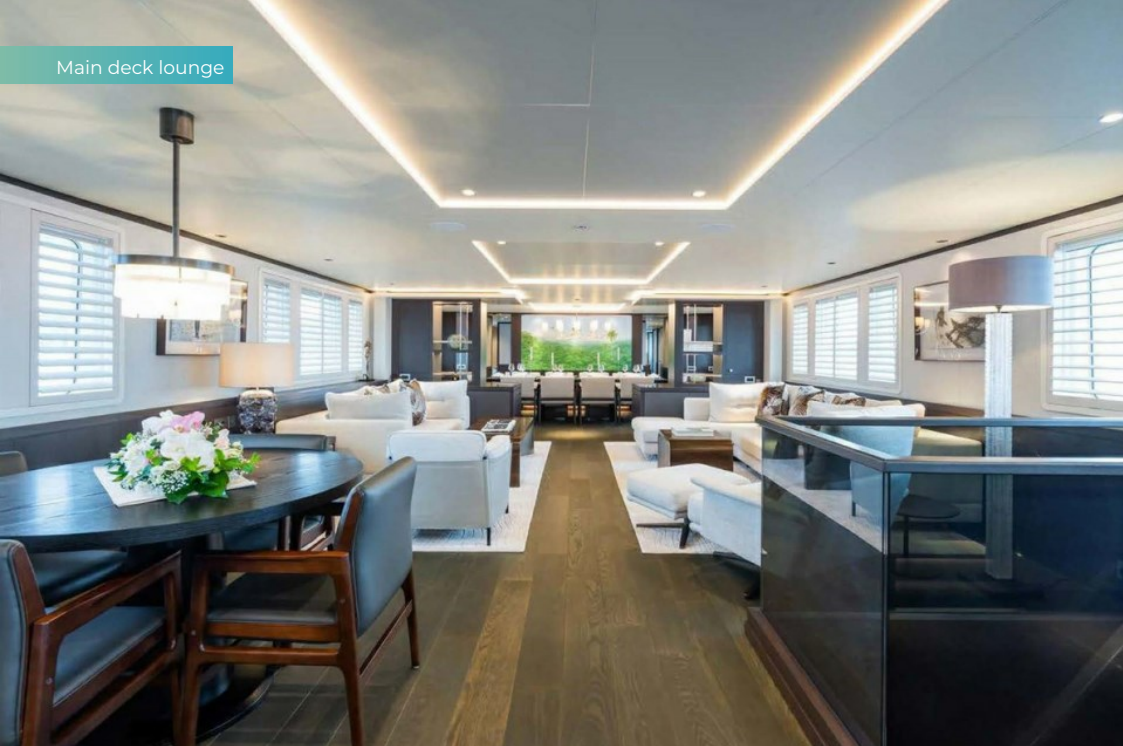


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Main deck lounge



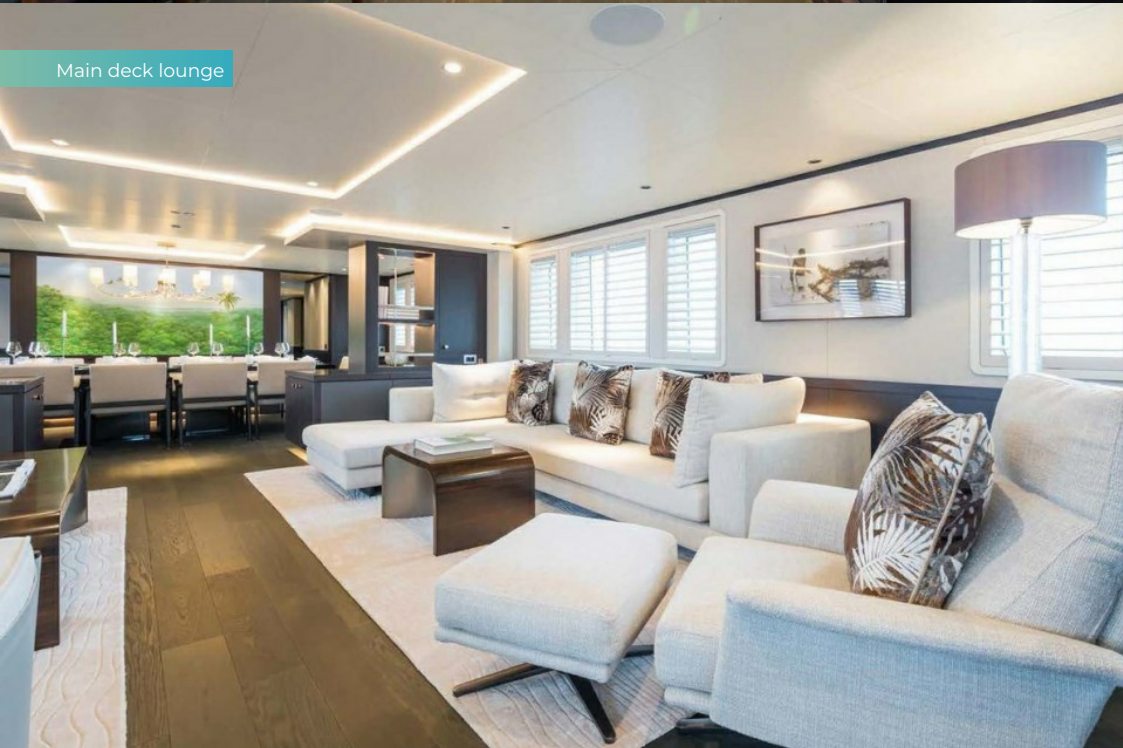
Main deck lounge



Main deck lounge



Main deck lounge



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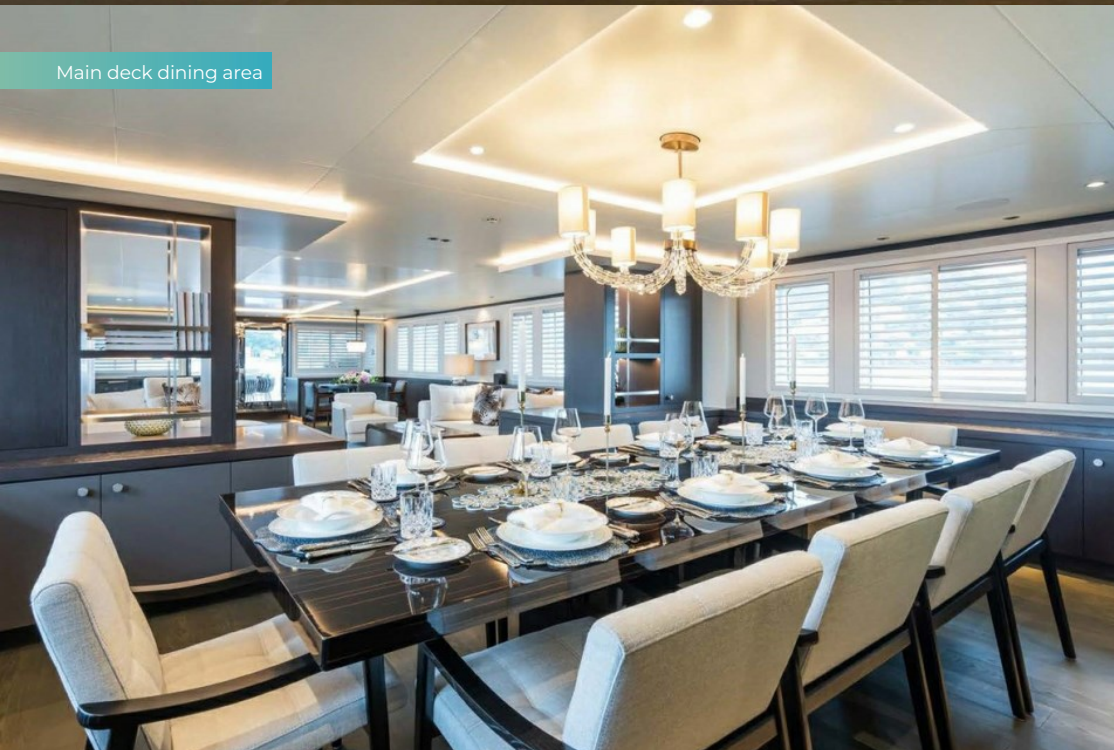
Main deck lounge



Main deck dining area



Main deck dining area



Sky lounge



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Main deck master cabin



Master bathroom en suite



Main deck VIP cabin



Lower deck foyer



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OVERVIEW.

Originally delivered by Feadship in 1990, EMERALD has undergone an extensive rebuild since she was purchased by the current owners in 2021.

EMERALD has been rebuilt to suit her European owners and their ambition to have a luxury home at sea. From the outset of the project they had clear-cut ideas of how EMERALD could be enhanced, all of which were made a reality with the help of Balk Shipyard in the Netherlands.

After arriving at Balk Shipyard in October 2021 measuring 48.6 metres in length following a previous extension, EMERALD was extended further bringing her to a total LOA of 50.4 metres.

Together with British studio Design Unlimited, EMERALD's owners redesigned the entire interior and opted for a modern and timeless theme. The refreshed main-deck layout features a forward-facing master and neighbouring VIP suite, while the four remaining guest suites are situated on the lower deck. The main saloon is now an open-plan design with a small partition separating the lounge and dining area. The connecting main-deck galley has benefited also from a reconfiguration and complete upgrade to commercial equipment.

The bridge deck saloon was also extended as was the bridge deck cockpit where a single new crane replaces the two original cranes to manoeuvre the yacht's selection of toys in and out of the water. Once clear of equipment, this space can be used as an outdoor lounge and leisure area.

The rebuilt sundeck which was also extended, now features a large spa bath forward, cosy seating area, sun beds and wet bar to form the perfect space to enjoy the sun.

On the lower deck, the space taken by the original VIP cabin now allows for a class leading crew mess, laundry room, cold stores and an additional engineers cabin whilst all of the crew cabins have also been entirely refitted.

As part of the rebuild, the yacht's mast and superstructure archway were both redesigned to suit the modernised superyacht and the new equipment fitted to it.

Much of the equipment onboard EMERALD has been replaced with brand-new navigation systems, AV/ IT communication systems and two zero-speed Quantum extendable stabilisation fins to name just some. While those items such as the engines and generators which were new in 2015 have been fully serviced up to date.

With a stunning new paint job in Orion Green for the hull and Aquila White for the superstructure, EMERALD is ready to go for years to come!

EMERALD was a finalist at the 2024 Boat International World Superyacht Awards.

Key features

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