

EMERALD



EMERALD

SPECIFICATIONS.



Prix demandé
EUR 21 000 000



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



Longueur
50,4m



Largeur
8,2m



Tirant d'eau
2,7m



Tonnage brut
467



Vitesse de croisière
11 knots



Vitesse maximale
14 knots



Pavillon
Malta



Position
West Mediterranean



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



Designer extérieur
De Voogt



Designer d'intérieur
Design Unlimited



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



Équipage
10



Invités
12



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

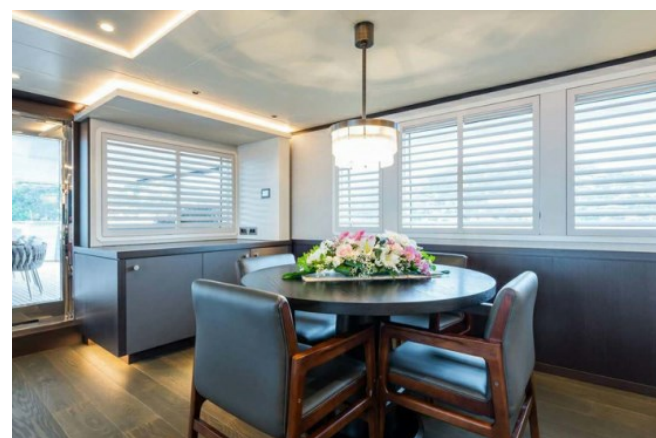
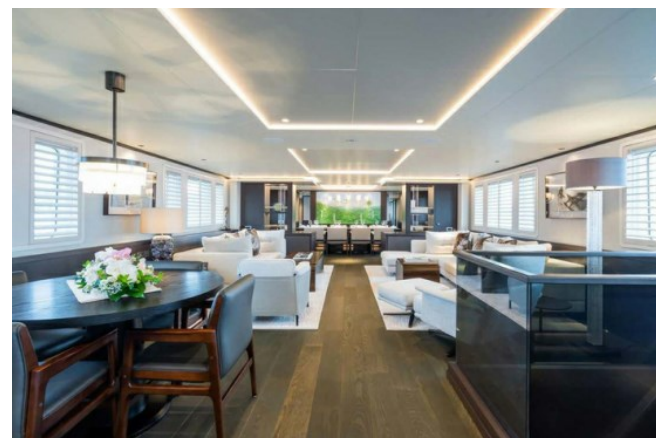


Moteurs
2 × 850hp Caterpillar



Propulsion
Twin screw diesel yacht

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[Regarder la vidéo du yacht](#)



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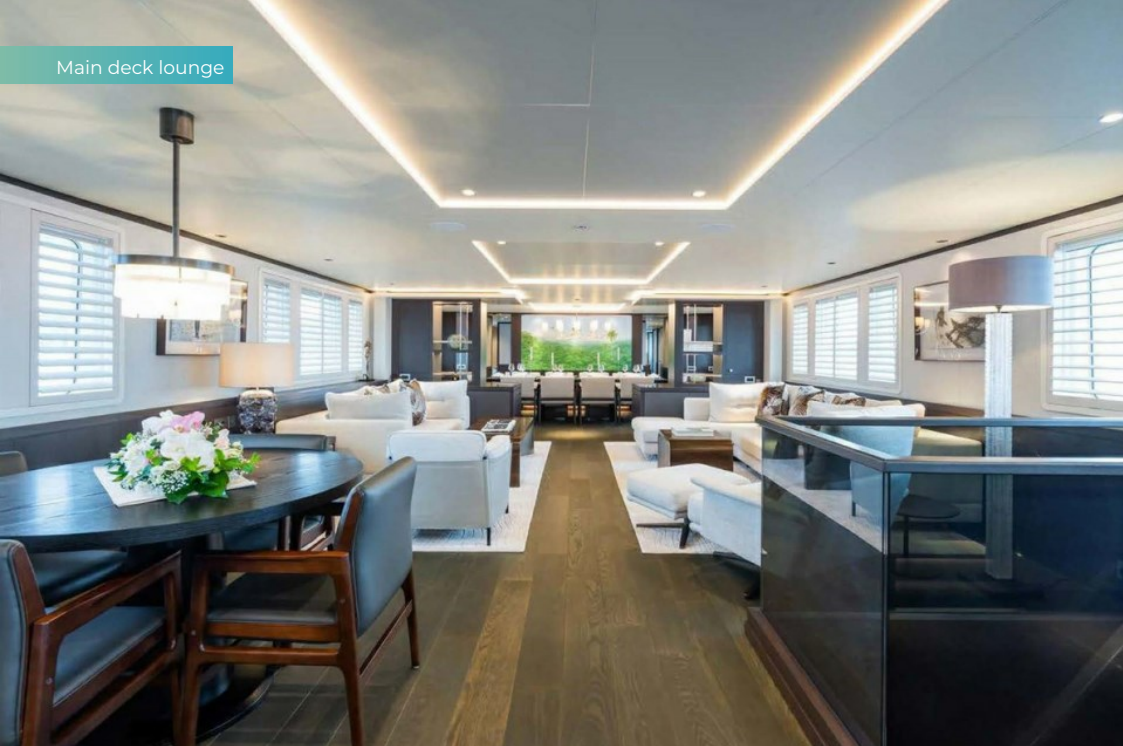
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Main deck lounge



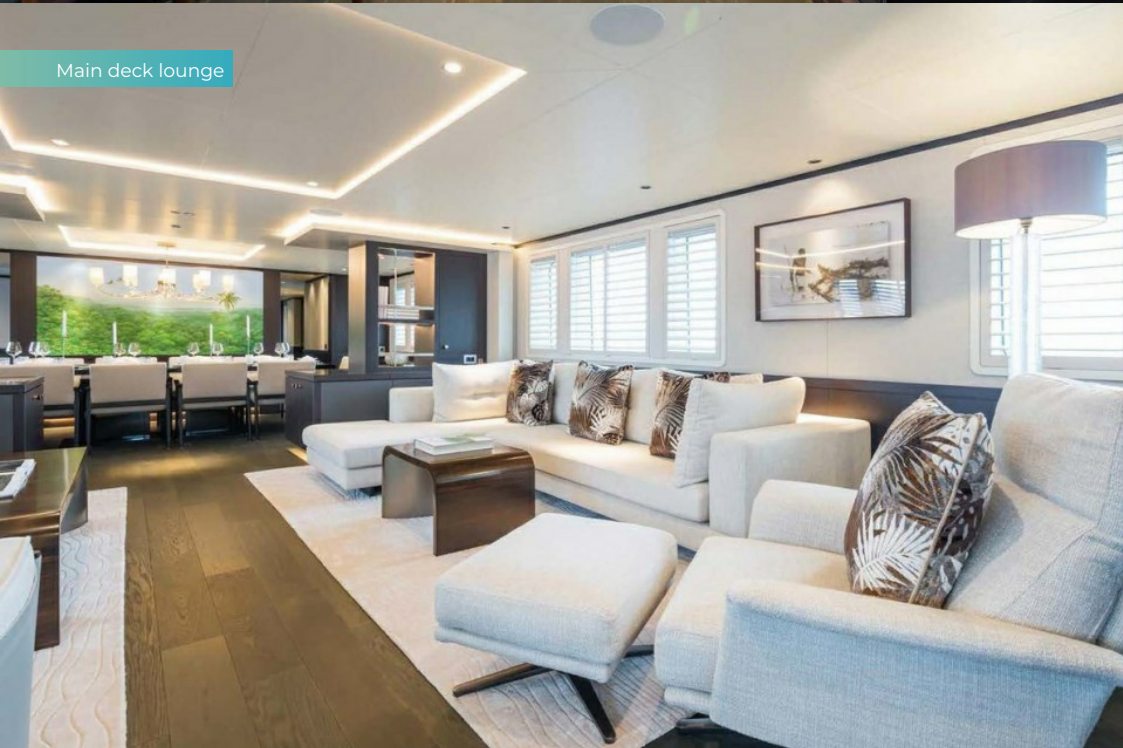
Main deck lounge



Main deck lounge



Main deck lounge



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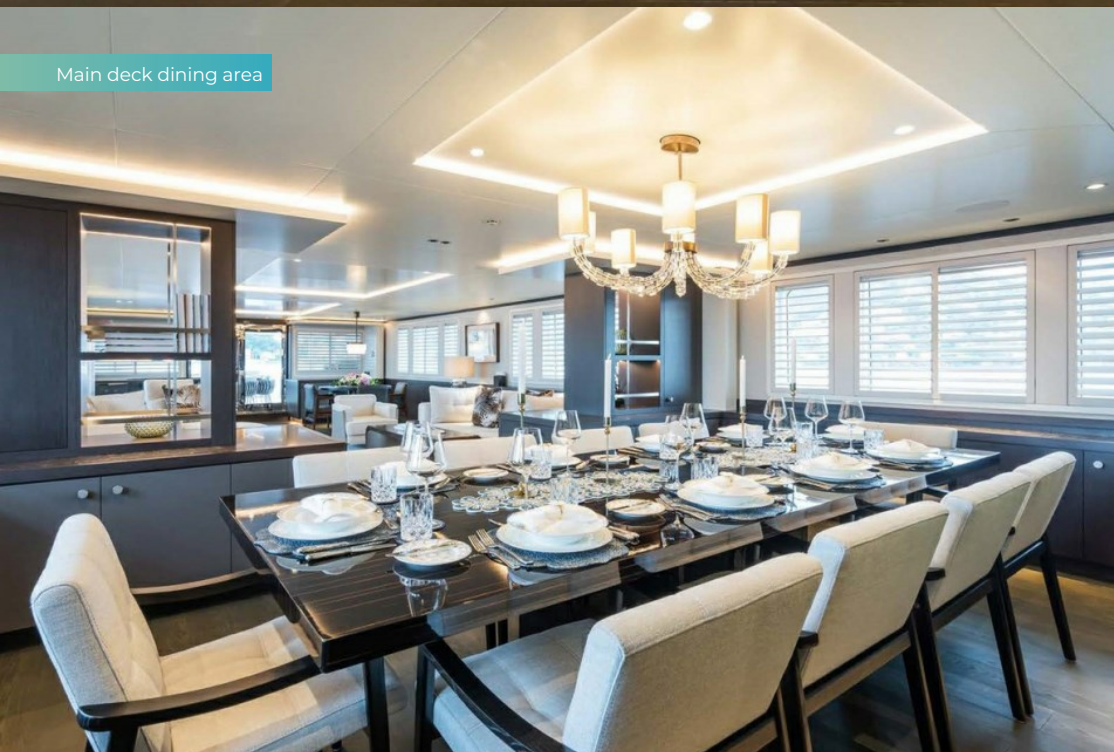
Main deck lounge



Main deck dining area



Main deck dining area



Sky lounge



EMERALD

Main deck master cabin



Master bathroom en suite



Main deck VIP cabin



Lower deck foyer



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APERÇU.

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.

Principales caractéristiques

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WORLD CLASS. WORLD WIDE.

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