

SPECIFICATION.





Built

1986 (rebuilt 2019, refitted 2019), Elsflether Werft, Germany



Length

63.8m (209.3ft)



Beam

8.9m (29.2ft)



Draft

3.8m (12.5ft)



Gross tonnage 850



Cruising speed

14 knots



Maximum speed 15 knots



Range

4,300 nm



Marshall Islands



Lying

East Mediterranean



Bureau Veritas (MCA Compliant)



Exterior designer Hans M Huchzermeier



Interior designer





Construction

Hull - Steel, Superstructure - Aluminium



Crew

15



Guests

12



6 (4 × double, 2 × twin)



Engines

2 × 1,550hp Caterpillar



Propulsion

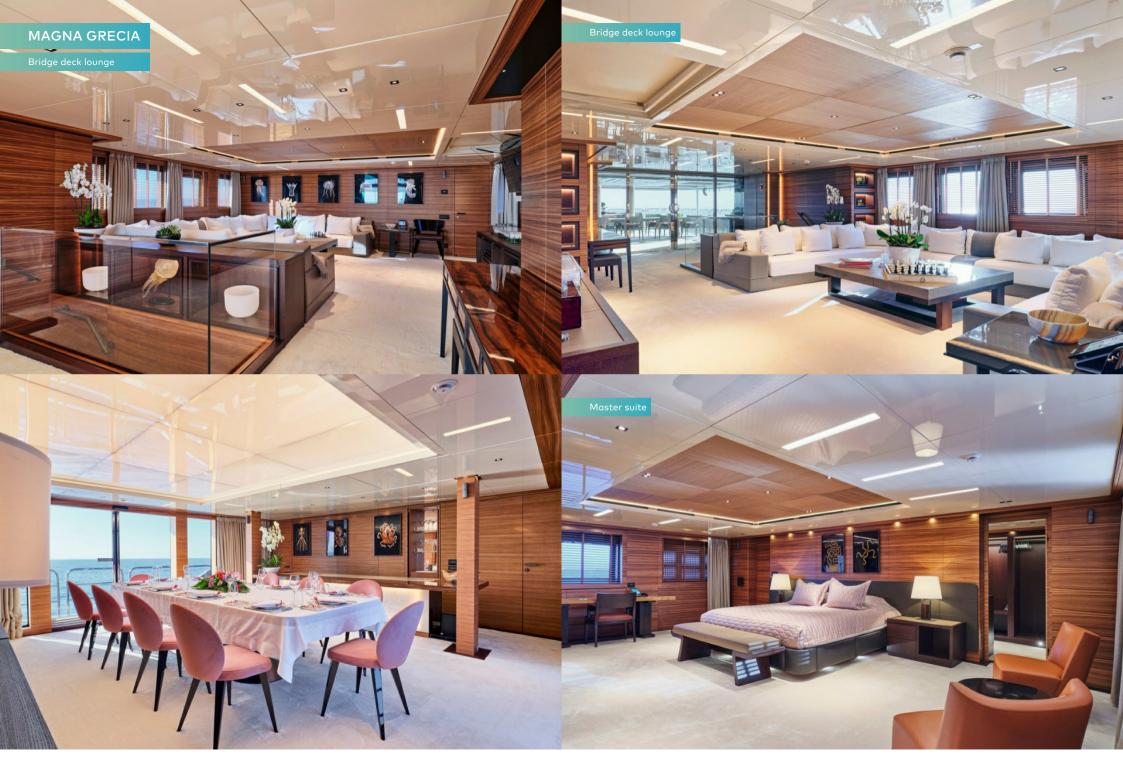
Twin screw diesel yacht

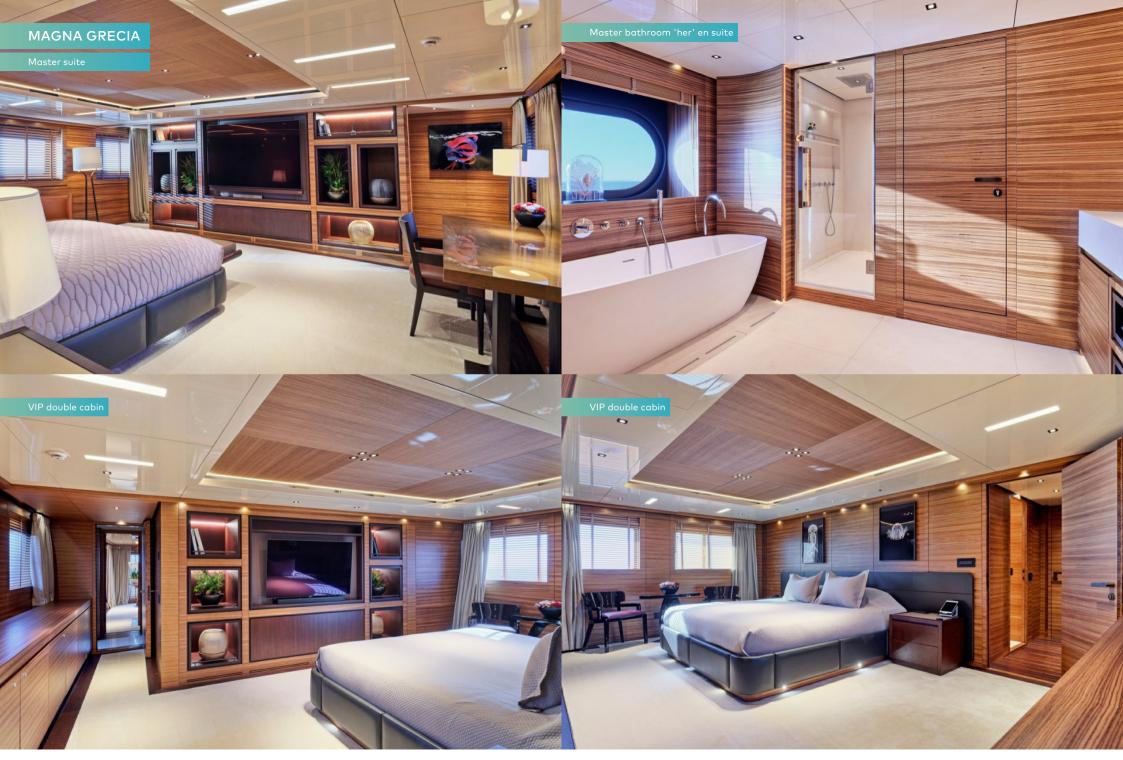
View yacht on website Watch yacht video



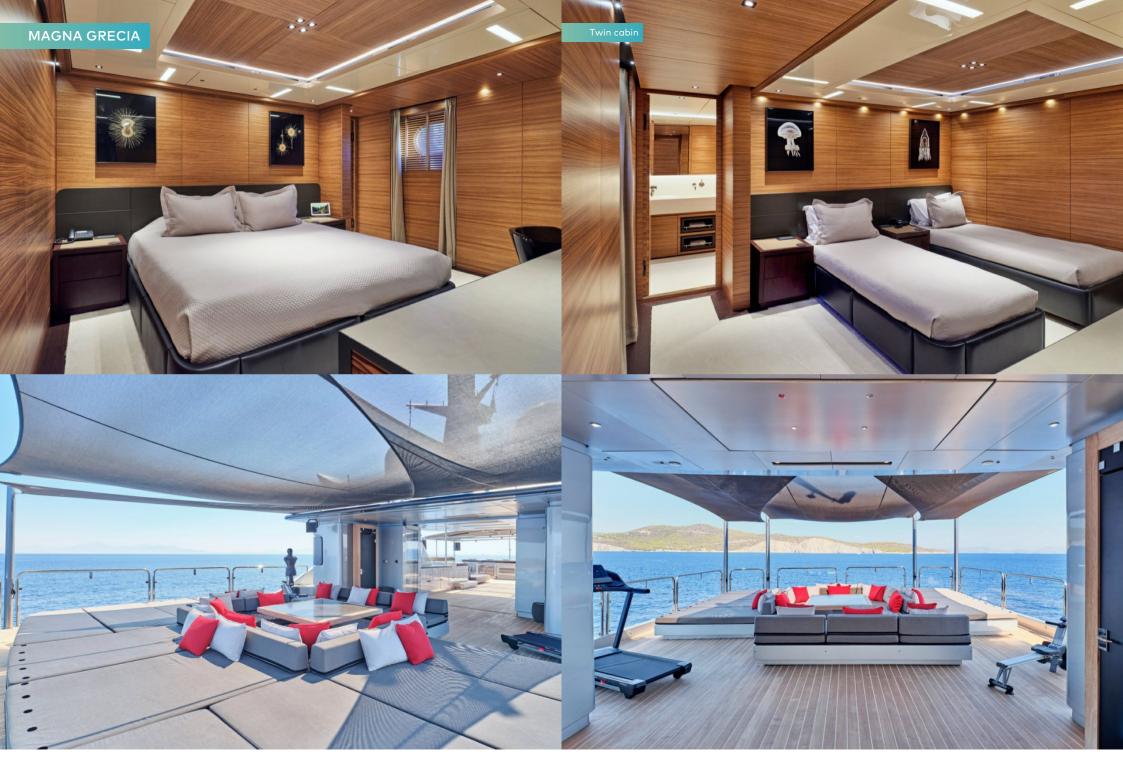


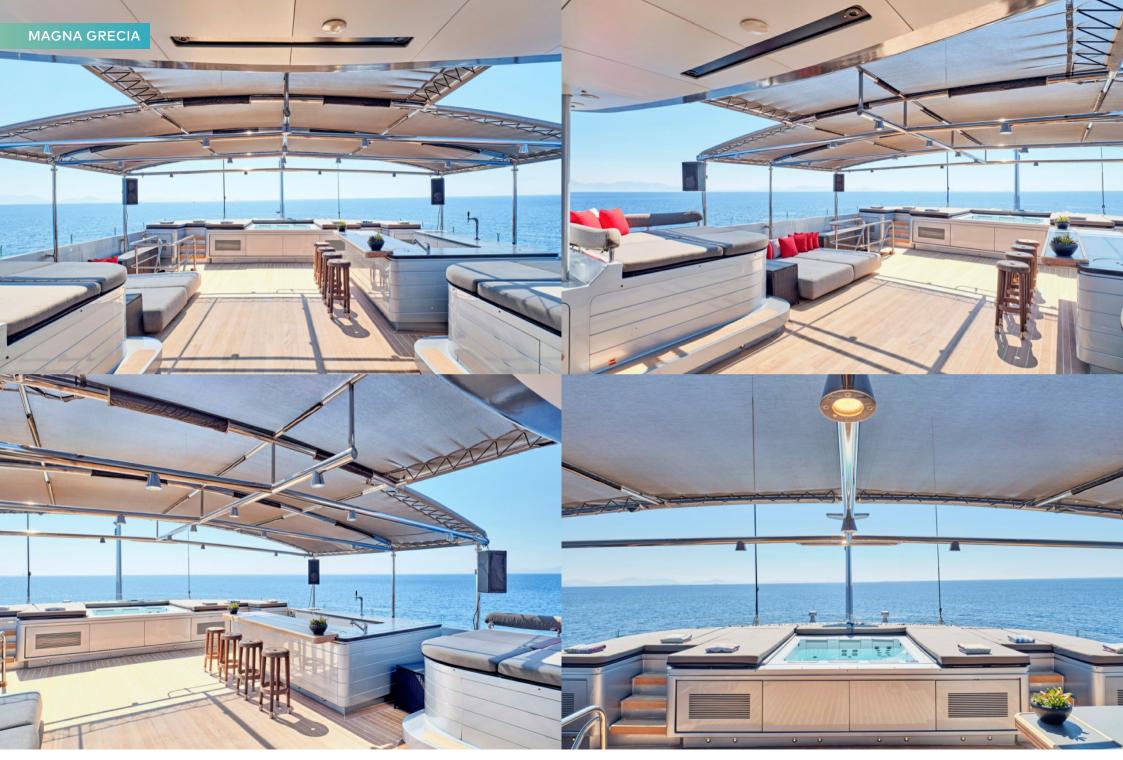






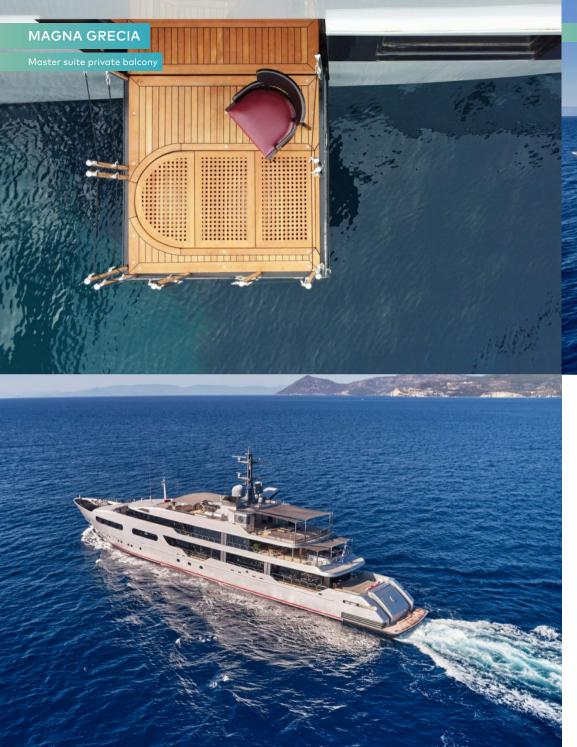














OVERVIEW.

The 63.8m (209.3ft) MAGNA GRECIA has a steel hull and aluminium superstructure built to Bureau Veritas classification and MCA compliance, and delivered in 1986 by the iconic German shipyard Elsflether Werft. Following an award-winning 24-month rebuild and refit that finished in 2019, she is an in-demand, Greek-licensed Burgess charter yacht.

These works included an extension from 58.5m (191.9ft) to her current length to accommodate a new garage area for a large tender and five jetskis. She also received a full repaint, all her machinery was overhauled and she is currently in excellent working condition.

Her sun deck was widened by moving funnels outboard and covered by a new 35sqm (376.7sqft) hardtop. Teak decking was replaced, a Villery & Boch jacuzzi was installed along with a 25sqm (269.1sqft) fully equipped bar. A dayhead with shower was added, jetski deck cranes were removed and nightclub-standard lighting, smoke and sound systems were fitted.

All interiors were fully replaced, new lighting and a Kaleidescape AV system were installed throughout. A large owner's study was added on the main deck and a folding balcony was built into the owner's bedroom suite.

The main deck saloon and dining room area also serves as a cinema room for movie nights. On the bridge deck aft a new open-air dining area was created with a table that can be one large table or two smaller tables. The sun lounge aft also suits for casual dining, shaded by all-new awnings.

She welcomes 12 guests in six suites plus an additional luxury pullman berth in the owner's office. On the main deck the owner's suite is forward, with his-and-hers en suites and a large walk-in wardrobe, and the VIP suite is aft between the saloon and the owner's office. The lower deck is home to two convertible suites and two further convertible suites on the bridge deck complete her versatile accommodation. She also sleeps 15 crew to ensure high service levels.

Twin 1,550hp Caterpillar diesel engines give her a top speed of 15 knots, a cruising speed of 14 knots and a range of 6,000nm at her passage speed of 12 knots. As you would expect from a popular charter yacht, she has a wide inventory of tenders and watertoys.

Key features

German pedigree yacht with highly reliable stability and sea keeping

Completely brand-new interior installed in 2019

Proven world-wide cruising platform (including Polar Code)

Heli- capable with a bolt on / off deck that can also carry up to a 14m tender

Highly successful charter operation with positive Net returns to her owner

Turn-key ready for immediate sailing with all surveys and annuals up to date

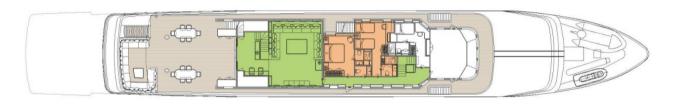
Tenders

8.5m Protector RIB/YAMAHA 250 HPx2, 5.5m Castoldi RESCUE/YANMAR 180 HP

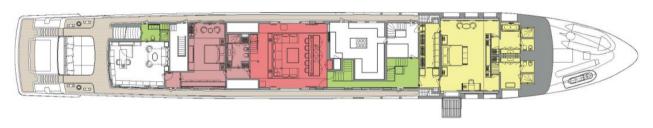
Deck plan:



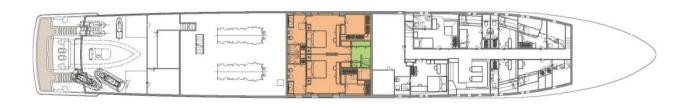
SUN DECK



UPPER DECK



MAIN DECK



LOWER DECK

GUEST AREAS MASTER SUITE VIP SUITE GUEST CABINS CINEMA JACUZZI

BURGESS

London

+44 20 7766 4300 +377 97 97 81 21

New York

Singapore

Beverly Hills

Palma

+30 210 967 1661

Dubai +971 4 425 5874

Phuket +66 7623 9739

Hong Kong +852 6496 2094

Tokyo +81 46 738 8612

Sydney +61 499 945 557

+86 187 0898

Rio de Janeiro

Advertising of these vessel(s) in printed publications, on the internet or in any other medium is not permitted without prior written permission from Burgess. All particulars are given in good faith and are believed correct but they cannot be guaranteed.

Last updated: 15 May 2024