

Dione Sky

(Ex Turmoil)

151ft Research Expedition Yacht



SPECIFICATION

TYPE	Expedition Yacht
BUILDER/DESIGNER	Palmer Johnson/Vripack Yachting, The Netherlands
YEAR	1996 Refit 2007, 2010/ 2011
L.O.A.	46 mtr / 151'
L.O.W.	41.7 mtr / 136'10"
BEAM	8.8 mtr / 28'11"
DRAFT	3.2 mtr / 10'6"
ENGINES	2 Caterpillar 3508 DITA 'C'
RANGE	7.000 + nautical miles
CRUISING SPEED	12.5 knots at 50% load
MAXIMUM SPEED	14 knots
CLASSIFICATION	ABS American Bureau of Shipping. A1 MCA Caymans Commercial Compliance
HULL TYPE	Round bilged displacement
HULL MATERIAL	Aluminium
SUPERSTRUCTURE	Aluminium
WEIGHT	499 Gross Tonnage
TANKAGE FUEL	161.967 litres, 42.788 US gallons
TANKAGE WATER	16.260 litres, 4.300 US gallons
ACCOMMODATIONS	Owner's Suite + 8 guests in 4 cabins 8 crew in 4 cabins + pilot berth
PRICE	USD 20,000,000
LOCATION	Barcelona



ACCOMMODATIONS

Five double staterooms all with en-suite for Owner and guests. One single 'Pilots cabin' with extra Pullman and four double crew cabins, each with en-suite heads and showers. (It is believed that the large crew cabins will fully comply with the incoming ILA regulations.) Interior design by the Owner and Palmer Johnson in-house, executed in a traditional yacht style with extensive use of American Cherry.

Compass Deck

Observation deck above the bridge affords excellent all round visibility. Situated here is the 'wet' Cassens and Plath magnetic compass, the FLIR camera and the 20" search-light. With its high canvas covered rails the compass deck is also a very private place for sunning.

Sun Deck

The large sun deck is half covered with an awning. There is a fully functioning Jacuzzi, a fixed dining table and a large sun mattress area. Also situated here are the 4 X 25 person RFD Life Rafts outboard of the rails. This is the barbeque and party deck and has, in the past, accommodated dozens of guests.

Bridge Deck

There is a 'Portuguese' style walk-around bridge ahead of the wheelhouse with wing docking stations and doors to wheelhouse/bridge. The bridge is arranged with a chart table to port, U shaped 6 place settee, centreline Captain's desk and communications centre with a 'Captain Kirk' swivel chair. The staircase leads to the Owners Deck and downward to the Main Deck and entrance foyer. Features are a 14 screen modern control panel that includes a FLIR camera display, an inside 'walk-round' between the controls and forward windows. Under the bridge deck there is a large (full width) low headroom space for all the machinery and electronics (rack computers) associated with the bridge 'an electronics technician's dream

Owners Deck

To port there is a single 'Pilots' cabin with a fixed bunk and a Pullman plus head/shower. All of the third deck from the private entrance aft is exclusively the owner's domain

The Owner's suite has a centre line king-size double bed. A large flat screen TV folds down from the overhead if required. There are walk-in cedar lined closets with generous bathrooms forward with two vanity units. The space is finished in light marble, accentuated by the brass Kohler fittings throughout.

Aft of the owner's bedroom suite is the Owners Library, similarly finished in American Cherry, with built in bookshelves, a writing table (wired for the internet), easy chairs and a settee. There is a discrete entertainment centre with a 'pop-up' flat screen TV, surround sound with DVD.

Two doors lead aft to the Owner's Sundeck. There is a bar area with sink and bar fridge with icemaker and stowage for china and stemware. There is access down to the main deck and up to the sun deck. The aft owner's deck can be enclosed with roll down clear curtains.

Main Deck

From forward there is access to the forepeak which contains the chain locker, chill room compressors and additional boatswain's stowage. Dual Maxwell 18000 hydraulically operated windlasses with 2 X 360 KG stockless anchors with stud link chain. Stairs to port and starboard lead to the boat deck with Bosan's store to port and crew access stairway to starboard. On the boat deck there is stowage for the two 21' fully equipped Naiad RIB aluminium Jet Boats with 260 HP Yanmar inboard diesels and Hamilton drives (made in USA in 2010). There is a fixed rack for Sea Kayaks between the boats. Entry to the main deck accommodations is to starboard where there is a hanging wardrobe, and two day heads.

Galley

The fully equipped galley is to port and has deck access. There is dinette seating for eight and a central island worktop with dual ranges. There is a dumb waiter to the chef's pantry on the lower deck.

Included are:

Ice Maker	Kitchen Aid Garbage compactor
2 X Delfield Fruit and Vegetable chiller drawers	Traulsen Fridge/Freezer
2 X Gaggenau Range tops 2011	2 X Gaggenau Electric ovens
Extractor Hood	2 Stainless steel sink units with garbage disposal
2 X Viking Dishwashers	Gaggenau Warming oven
VHF Terminals	CCTV Monitor

Dining Salon

The full width dining salon is just aft of the galley. This elegant dining salon has a large table suitable for 12 guests. It is bright and airy yet maintains a formal atmosphere. There are panelled lockers about the dining table for the stemware and the formal plate and flat ware.

Library

Aft of the dining room is the elegant panelled library with fitted book shelves, a desk wired for the internet, sofas and easy chairs.

Salon

Aft again is the entertainment and video room with a 'pop up' flat screen TV plus a full range of audio and video equipment. There is another console table, two sofas and easy chairs. This room has two corresponding doors port and starboard which lead to the aft deck. All the soles on the main deck including the galley, are of laid strip oak.

Main Deck (aft)

A fighting chair can be mounted on the centreline for big game fishing. There is access here to the owner's deck and to the retractable passerelle for Mediterranean style stern-to boarding. A hydraulically operated hatch opens to the wide stairway to the lazarette and leads to the machinery space. There is a full-width fold down swim and dinghy boarding platform. Port and Starboard amidships has hydraulic boarding gangways that fold away flat into the sides of the ship.

Lower Deck (starting forward)

A fully equipped workshop to starboard with vice, lathe / mill, furnished drawers and cupboards for a full complement of tools. To port of the workshop is located the spacious crew mess which has its own audio and video equipment, CCTV monitors, B&G FFD's, VHF terminals, 'Lookout' engine and tank

systems monitor with alarms, microwave oven, fridge, compactor and sink with instant hot water. Under the crew mess sole is the cavernous walk in chill room and freezer.

Crew

Accommodations are in three twin staterooms, all with en suite heads and showers as well as the Captain's double which also has a work station. All the crew accommodations are panelled as the rest of the yacht in American Cherry and all have their own audio/ video equipment. Below the crew corridor is the pump room and a walk-around dry storage area with extensive storage lockers. To port there is a laundry room with two Miele Professional WS 5071 washing machines, two Speed Queen Commercial dryers and a large stainless steel wash tub. Behind the laundry is the pantry with a further two Traulsen fridge/freezers, a wine chiller and dumb waiter to the galley. Opposite to starboard is a walk-in cupboard for linens, first aid equipment and stationery.

Guest Accommodation

Leading aft through a water-tight door is the lower deck guest area which is accessed from the central staircase exiting at the main deck entrance foyer.

To starboard is the gym /fitness room with free weights and two machines. There is audio and video equipment, a wet bar, furnished cupboards, cool wine storage and first aid station with oxygen.

Guest Staterooms/Bathrooms

The four guest staterooms (two double and two twin) are similarly panelled and generously laid out, each with en-suite bathrooms in grey marble. All the guest staterooms benefit from 3 large portholes making them light and airy. Audio and video equipment, voluminous bookshelves, cedar lined hanging closets and a safe compliment each stateroom.



DECK AND SAFETY

2 Maxwell 18000 Windlasses with chain stoppers

2 Maxwell VC 6000 hydraulic warping capstans aft

2 Pool-N type fully balanced stockless anchors

Spare Pool-N type anchor

24 mm stud link chain port and starboard

Mooring and lines

Tender crane

Port and starboard hydraulic accommodation ladder

Ships bell

Clocks, Barometer, thermometer and inclinometer

Four 25 person RFD life-rafts MCA approved for offshore use

FM200 fire suppressant system in the machinery space

Complete fire detection system

Life rings with lights and smoke signals

SOLAS approved life jackets

SOLAS approved life vests

Children approved life vests

Safety flares as required by class

Fire hoses and nozzles as required by class

Fireman's axes

2 Fireman's suits complete

Extinguishers as required by class

Fire fighting equipment in accordance with MCA code classification for commercially registered vessels

International Code Flags and Nautical Publications as required by class

18 Survival suits

Safes in owner's suite and guest accommodations

Panning security cameras permanently watching entry deck, aft deck, fore mast and machinery spaces with continuous recording to DVR.

ELECTRICAL

2 Northern Lights Generators, M1066T, 99kw (2010), three phase, four wire, 60 cycles 120/208 VAC

Split bus system

Exendis frequency converter for shore power connections

2 x 100Amps circuit breakers for shore power (1 forward, 1 in Lazarette)

Dual parallel able 24 VDC System for some electronics and safety equipment

Automatic Generator and shore power synchronization and load distribution from the engine room or from bridge

Custom alarm, monitoring and control system with full operation SCADA units on bridge, in engine control room and in the crew mess. Remote indicator panels in engineer's cabins.

MECHANICAL EQUIPMENT & ENGINE DETAILS

2 Caterpillar 3508 DITA 'C' Diesels, 820hp @ 1300 RPM with Twin Disc model MG 540 2.58:1 reduction gears

4 Copeland hermetic compressors for chilled water loop with Aqua Air electronics

Digital thermostat for A/C controls

Dual bow thrusters hydraulically operated from the main engines

2 Naiad/Koopnautic Zero Speed Stabilizers

2 Alfa Laval Fuel Centrifuges MMB203-13

Facet oily water separator

1 Water Maker Inc. reverse osmosis water maker 5 ton per day

1 Idromar reverse osmosis water maker, 5 tons per day

Sealand vacuum heads, fresh water

2 Sullair air cooled air compressors with deck connections

2 Vulkan type RATO 1911 flexible couplings

2 Aquaprop model HSP-5N Ni.Al.Br. five blade, high skew propellers

Exalto thrust bearings

Cunifer sea water piping throughout

Machinery space fans with frequency controllers for soft starts

Hydraulic Orbitrol emergency steering station (No Power Required).

1 Brownie Third Lung Bower dive compressor

2 forced draught engine room vent fans with variable frequency drives.

Hamann Wessertechnik Type II MSD black water treatment

1 Diesel oil fired boiler for heating water loop

3 Domestic hot water heaters

COMMUNICATIONS, ELECTRONICS AND NAVIGATION

General Communication Equipment

VSAT Broadband Data System comprising Seatel 4006 Antenna with DAC2202 Control Unit and iDirect X5 Modem.

Iridium OpenPort Voice/ Data System

Fleet 500 Voice/ Fax/ Data System (Inmarsat BGAN)

Inventica Yachtspot external Wi-Fi Antenna/ Router

VoIP adaptor providing 2 Voice/ Fax lines via VSAT

GMDSS & Safety Communication Equipment

2 separate complete Thrane and Thrane Inmarsat C Systems

Sailor 250W DSC MF/HF Radio

2 Sailor fixed DSC VHF's

JRC Navtex receiver

3 406 MHz GPS EBIRBs

2 Jotron SARTs

2 ACR Survival Craft VHF's

JRC Automatic Identification System

Furuno FAX-30 weather fax interfaced with onboard LAN.

Navigation Equipment

Alphatron Alpha Minicourse Gyro Compass with various signal outputs.

Caasens & Plath magnetic deck mounted compass with bottom reflecting and electronic pickoff for Autopilot system and repeaters.

Anschutz Nautopilot D auto pilot #1

Anschutz Pilotstar D auto pilot #2

Anschutz steering system with full follow up bridge helm wheel and NFU bridge tiller; full follow up tillers on bridge wing stations; emergency steering controls in lazarette and separate manual emergency steering system with control from Engine Room Station.

Anschutz rudder angle indicator system with tri-face indicator on bridge overhead and panel mounted indicator at Emergency steering station

Anschutz Nautocourse Gyro/ Magnetic selector with magnetic deviation, variation and latitude correction

Anschutz compass repeaters located on main bridge, bridge wings, and emergency steering station

2 SIMRAD MX510 Professional DGPS

Furuno RD-30 Multi Display

Dual Brooks and Gatehouse Hercules 690 processors with data output to several Full Function Displays, several 20/20 CD Displays and 4 stylish Analog clock displays in owner's cabin. Inputs from depth transducer, wind speed and direction sensor, flux gate compass, and combo speed over water/ water temp transducer.

JRC 7 foot 25KW X-Band Radar Scanner JRC 12 foot 30W S-Band Radar Scanner

2 individual JRC connecting units with interswitch. 2 individual JRC operating keyboards and 19" Monitors for each scanner.

Furuno FCV-1150 colour video sounder w/dual frequency (50/200 KHz) and dual transducers

Furuno CH-250BB Searchlight Sonar w/retractable Sonar Dome using a Furuno Hoist Unit

Nobletech Max-Pro World Chart Plotter with stand alone computer and 19" Monitor

1 Carlisle and Finch 1000W 20" Searchlight 2 Carlisle and Finch 10" Searchlights

Kahlenberg Triple Airhorn with Fog Signal Timer

FLIR Infrared Nightvision Camera with helm mounted control and 19" monitor

Internal Communication Equipment

Wired LAN via 24pt Switch and Wireless LAN via 4 Wi-Fi Routers with Firewalled interface to VSAT, Iridium Data, Fleet Broadband and External WiFi.

Panasonic Digital Telephone Switch providing internal paging and connection to outside lines (VoIP, Iridium and Fleet 500) from phones in every room.

4 Rack Mounted Computers (Bridge Communication PC, Navigation PC, Monitoring & Alarms PC and Backup PC)

Guest PC and Printer in Library. Copy/ Print/ Fax Machine in Bridge via Fleet 500 or VoIP.

Satellite TV Multiswitch providing TV to Guest and Owner Saloons, Crew Mess and Owners Cabin.

Standard Horizon Loudhailer and return Mic for Bridge to Deck Communication

Emergency wind-up phone for Bridge to Engine Room communication.

Handheld Submersible ICOM VHF's with Charging Rack

Numerous UPS units throughout the vessel for all computers.

ENTERTAINMENT

Seatel 4004 Satellite TVRO Antenna (with many LNBS), DAC 2200 control unit and DSC 10 remote touch screen control.

All Guest and Crew Cabins and Gym have Hi-Fi Systems and DVD Players with Monitors

TENDERS

Two 6.5 Meter Custom Made NAIAD Aluminium RIBs with 260 HP YANMAR (BMW) common rail Diesel Engines and Hamilton Jet Drives new in 2010.

Dive Compressor + Dive tanks and dive equipment

MAJOR REFIT WORKS 2007

(Finalist of the World Superyacht Awards 2008 Best Refit)

Complete paint job (AwlGrip);

Main engines serviced and cylinder heads overhauled; Heat exchangers and gearboxes checked;

Complete new air-conditioning plant in engine room; all fan coil units serviced, system modified with mufflers in fresh air system;

New FM 200 fire fighting system in engine room installed; new diesel driven emergency fire fighting pump installed

2 shore power converters new installed;

New bilge water separator installed;

New passarelle mounted;

New zero speed stabilizers mounted (Naiad);

Teak decks completely overhauled, 100% new caulking;

Navigation mast modified due to new antennas;

Wheelhouse top deck modified, complete new stainless steel railings and stairs;

Sundeck completely modified with new bulwarks, life raft stowage, sun pad and Jacuzzi, bar with grill, icemaker and fridge, sun awning fixed on stainless steel frame, new teak cap rails all around, partially new teak decks.

Entrances between main deck, owner's deck aft and sundeck renewed, new stainless steel stairs and improved entrances;

Owners deck aft completely modified with new bulwarks, new teak cap-rails, built in furniture such as bar with equipment, storage and bench aft;

Owners deck aft equipped with all around windscreen, glass wind doors and glass partitioning;

In wheelhouse the layout of the desk completely renewed, most nautical equipment renewed such as X-band and S-band radar, echo sounder, chart plotter, gyro compass etc etc.;

Monitoring system all monitors/pc's renewed;

Radio equipment checked, renewed with VSAT, Wi-Fi system, new PABX, new SSB etc.;

Gym re-equipped with new flooring;

New televisions/DVD players in guest cabins and saloon, owner's bedroom and owners saloon (3 x lift/hinged type);

Electrical system modified, new dimmers in guest quarters as well as complete new lighting ornaments in all quarters except crew area;

One crew cabin equipped with an extra Pullman bed;

2 new ovens as well as two new dishwashers were installed;

4 new life rafts installed practically all safety equipment new installed;

MAJOR REFIT WORKS 2010/11

Both RIB tenders replaced with new custom aluminium hulled 6.5 meter US built Naiad's with 260 HP Yanmar (BMW) common rail engines and Hamilton jets;

Both Northern Lights 100KW generators replaced with new electric injection models;

Shafts pulled filled and turned, props and shafts balanced and new aft bearings;

Rudders pulled, crack tested and new bearings fitted;

Topsides re-sprayed with AwlGrip;

Some up dated bridge electronics fitted and a FLIR camera mounted;

New carpeting throughout;

Aircon fan units replaced and fitted with UV sterilizers;

Tanks cleaned and coated where necessary for five year 'Special ABS Survey';

New galley Gaggenau range tops.

ABS Five Year Special Survey completed;

MCA commercial compliant certificate survey;



CAPTAIN'S COMMENTS

The yacht broker has asked me to write a few words about Dione Sky.

I have been the Captain since the present owner purchased her in 2008. The owner and I have had almost a twenty year association through three boats. Our previous yacht Dione Star, a 126 foot steel and aluminium, Dutch built ketch took us to Antarctica, Greenland and around the world and we both loved her. However we are both slowing up with age and the owner wished for more comfort, and more range. I wished to get away from steel hulls, have more comfort for all the crew, and have more range. We searched for months and then the owner found our princess just as she was first listed after a very extensive rebuild in Holland. (There are refits and there are refits. 'Putty VI' was rebuilt below and 'as new' everywhere else.) Originally called 'Turmoil', she was a breakthrough boat built in the famous Palmer Johnson yard in the USA to a Dutch Vripack design in all aluminium to massive scantlings suited to expedition work. Under her original ownership 'Turmoil' had spent many summers cruising in the Arctic and been the first yacht ever to circumnavigate North America unaided. It all sounded good to us as a North West Passage expedition was part of our plans.

Our surveyor's comment on the hull and integral tanks said simply 'as new'; don't you love aluminium. The Engineer stayed with Turmoil/Putty VI now Dione Sky for continuity but most of our key people came over from 'Dione Star'.

We had a four year program of cruising planned. Our unofficial base 'if we have one' is Antigua. A boat like Dione Sky doesn't really need a base! We cruised the Caribbean winter 08/09, through Panama and down the west coast of South America through the Patagonian Canals. We then spent early 2010 cruising the Antarctic Peninsula crossing the Antarctic Circle before returning to a winter Caribbean Cruise via the East coast of South America. Needless to say we visited dozens of our old favourite ports and a lot of new ones as well. Then it was up to Greenland via the Dereckors boatyard in Connecticut for the North West passage. We were the first non icebreaker through in 2010 and we did it by a route that we understand has never been achieved by a yacht before; the Prince of Wales Channel. After time on the West Coast of North America we returned to Antigua via Panama to complete our figure of eight circumnavigation of all the Americas. For this voyage we won the 'Neptune' trophy, given to us at the Super Yacht Awards at the Guildhall in London in 2011. After a winter cruise in the Caribbean 2010/11 we sailed for the Baltic Sea for the summer, a highlight of which was a passage through the canals and locks in Russia into the Finnish Lakes. Then followed another Caribbean season and 2012's cruise to the East Med and Black Sea. In all this time Dione Sky has performed exactly to expectations and always on time.

She is a good sea boat but depends on her big stabilizers for comfort. They were renewed, enlarged and upgraded in 2007 to the latest specification zero speed models. She has a massive range depending on the speed required. It must be in the range of nine thousand miles at reduced speed. At normal cruising speed of around twelve knots, we have just been from Antigua in the Caribbean to Montenegro (duty free fuel each end) via France, Venice Italy and the length of Croatia.

I might add that the original owner and her short term second owner installed only the very best equipment available, the present owner has had to do very little reequipping, the only exception perhaps is the FLIR infrared camera with a large flat screen, upgraded depth sounders, an up to date electronic charting system and of course new computers and screens and finally we replaced the two tenders with new more powerful US built 6.5 meter RIB jets. It is obvious that the three owners have never considered the cost when it came to the fabric of the boat itself. The 'Turmoil' / 'Putty VI' / 'Dione Sky' has never been a commercial operation but owned and loved by wealthy individuals and run by some of the most experienced Captains in the industry. Not surprising considering her unique history.

Brian Harrison Master Yacht Dione Sky

BROKERS COMMENT

This exceptional Expedition Yacht was built by Palmer Johnson in 1996 and has proved her worth having voyaged almost 200,000 trouble free miles including the honour of being the first motor yacht to circumnavigate the North American Continent, unaided, with a successful transit of the North West Passage from East to West in 2001 with her first owner, and at least as far again with her present owner who has done a figure of eight passage around all the Americas north and south. Turmoil/Putty VI/Dione Sky has always been maintained to the highest standard and is in turn key condition. The vessel is of excellent construction and engineering and is known to be extremely quiet and vibration free. In 2007 she received a major overhaul/rebuild, in The Netherlands, to ensure safe and trouble free cruising for the years to come and her present owner has had the yacht in Derecktors Ship yards in Connecticut and Florida for upgrades and service. The vessel's large fuel capacity enables extended cruising. ABS and MCA Classed.



Disclaimer

The Owners and their representatives, the vessel's managers or any member of the crew offer these details in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. Specifications are provided for information only and particulars herein obtained from sources believed to be correct, but are not guaranteed. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. All speeds, capacities, consumption, etc. are approximate or estimated; measurements can also be approximate. This vessel is offered subject to prior sale, price and/or inventory change, or withdrawal from the market without notification. Please note that not all furniture shown in the sales brochure is included in the sale price.

Dione Sky Interior



Main Salon and Library

Dione Sky Interior



Galley, Main Dining Salon, Guest Cabin Entrances

Dione Sky Interior



Guest Double Cabin, Guest Twin Cabin, Guest Bathrooms (all identical)

Dione Sky Interior



Owner's Cabin, Owner's Sitting Room, Owner's Dressing Room

Dione Sky



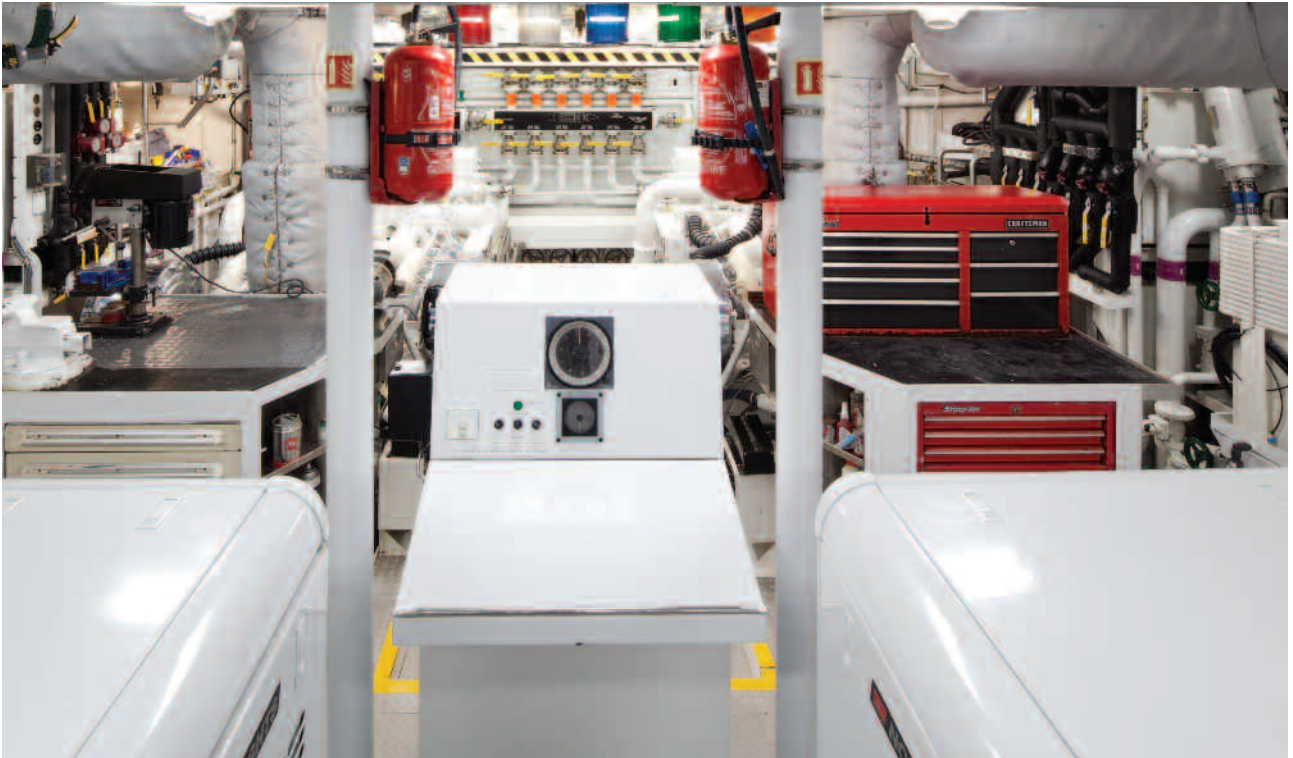
Sun deck, Jacuzzi and Owner's bathroom

Dione Sky



Bridge & Gym

Dione Sky



The Engine Room

Dione Sky



Dione Sky



DECK LAYOUT



- ===== Owner's accommodation
- ===== Guest accommodation
- ===== Bridge
- ===== Crew accommodation
- ===== Galley & engine room

Accommodation

- Master Cabin King size bed with walk in wardrobe
- Two Double Cabins with queen size beds
- Two Cabins with twin beds
- Fitness room with audio & visual equipment



Yacht particulars are believed to be correct but their contents are not guaranteed, neither may they be used for any contractual purposes. Specification provided for information only. Subject to prior sale, price change or withdrawal from market without notice.