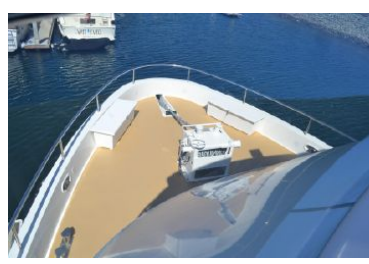


92 ft 2018 Allseas expedition, ALLSEAS

US\$7,900,000

National City, California, United States



Boat Details

Make:	Allseas	Class:	Motor Yacht	Heads:	5
Model:	expedition	Hull Material:	Steel	Fuel Type:	Diesel
Year:	2018	Beam:	26 ft	Max Speed:	12 kn
Length:	92 ft	Boat Location:	National City, California, United States	Max Draft:	7 ft 2 in
Price:	US\$7,900,000	Name:	ALLSEAS		
Condition:	Used	Cabins:	4		

Master International Yacht Corporation | International Yacht Corporation

110 East Broward Boulevard, Ft. Lauderdale, Florida, United States

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Description

ALLSEAS 92 was built by master shipbuilder Tim Alls, who has built 43 yachts and fishing vessels of similar design. Early fishing vessels were used in the treacherous Bering Sea and the Alaskan king crab fishing industry, as seen on "The Deadliest Catch" TV Show. About eight yachts have been built, all based on the same proven hull. ALLSEAS 92 is a rugged offshore explorer yacht fared and finished like a proper yacht.

Information & Features

2018 CAT C-18 (Engine 1)

Type:	Inboard	Propeller Type:	4 Blade
Fuel Type:	Diesel	Propeller Material:	Bronze
Power:	450 hp		

2018 CAT C-18 (Engine 2)

Type:	Inboard	Propeller Type:	4 Blade
Fuel Type:	Diesel	Propeller Material:	Bronze
Power:	450 hp		

Dimensions

LOA:	92 ft	Max Draft:	7 ft 2 in
Beam:	26 ft		
Min Draft:	6 ft 10 in		

Weights

Displacement:	336,000 lb
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Speed

Cruising Speed:	10 kn
Max Speed:	12 kn
Range:	5000 nmi

Tanks

Fuel:	1 x 7,000 gal
Fresh Water:	1 x 1,000 gal
Holding:	1 x 1,000 gal

Accommodations

Cabins:	4
Heads:	5

Other

Flag Of Registry:	United States
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Main Description

ALLSEAS 92 was built by master shipbuilder Tim Alls, who has built 43 yachts and fishing vessels of similar design. Early fishing vessels were used in the treacherous Bering Sea and the Alaskan king crab fishing industry, as seen on "The Deadliest Catch" TV Show. About eight yachts have been built, all based on the same proven hull.

ALLSEAS 92 is a rugged offshore explorer yacht faired and finished like a proper yacht. The Allseas 92 sistership, HEAVEN'S GATE, cruised the east and west coast of the USA, transiting the Panama Canal, and has proven extremely seaworthy in every bad weather situation encountered.

ALLSEAS 92 has more beams than other expedition yachts this size. The fuel tanks are positioned very low in the mid-body and, together with the wide beam, results in a very stable vessel that does not depend on stabilizers for safety. Stabilizers have been installed to minimize rolling and yawing and ensure utmost comfort. Aft of the deep mid-body, the bottom longitudinal profile comes up over the 6' tall rudders to create a more shallow draft than most expedition vessels this size and improve efficiency because the hull does not drag a lot of water with it.

Extensive use of African ribbon mahogany, including cabinets, walls, interior doors, and trim-out. Jatoba wood (Brazilian Cherry) floors in all staterooms and Carrerra marble flooring on all bathroom floors, shower surrounds, and vanity countertops. Granite countertops throughout the saloon, galley, pilot house, master stateroom, and guest staterooms. Decorator fabrics and leather were selected for all upholstery. Padded wrapped panels and wallpaper combine with mahogany accents in each stateroom to create a pleasing ambiance.

The interior design of the yacht reflects a traditional yet modern feel. She is cozy, relaxed, and comfortable! This is a family-oriented yacht with numerous spacious areas to escape located throughout the yacht. Guests may choose to socialize with one another or discover one of the many secluded spaces to enjoy their voyage in privacy.

Vessel Walkthrough

Sleeps 8 guests in 4 guest cabins, including the on-deck master, plus four crew in the two separate crew quarters.

MAIN DECK

The large AFT DECK has an eight-person oval dining table, complete with an electric BBQ. We are stepping forward into the comfortable SALON, which has a leather couch with a matching ottoman. A circular dining table for 4 – 6 persons, an entertainment center with a 50" flat screen TV, and a buffet counter. Next forward is the GALLEY, located amidships on level two with a country kitchen arrangement consisting of a large six-person dining settee and three Bar style chairs at galley island. The pantry is located forward between the galley and the master to the starboard side. Complete with cabinets and two side-by-side Sub Zero Refrigerators with ten pull-out refrigerator and freezer drawers. The DAY HEAD is located to port.

MASTER STATEROOM

The master stateroom is located on the main deck forward of amidships in the bow area. It is a full-width on-deck master with king size bed complete with a reading couch, nightstand cabinets, office desk, 50" flat screen TV, and large windows on both the port and starboard side with Lutron electric roman shades. The master head is forward in the bow, with double vanity, a large shower with a soaking tub, his/her closets, enclosed toilet space, and heated flooring.

LOWER DECK

The Foyer/Laundry Center is located at the base of stairs. There is a Whirlpool washing machine and one Whirlpool dryer behind cabinet doors. Additional laundry for the crew is in the Lazarette.

Forward is the FAMILY VIP STATEROOM, which has a queen berth, drawers underneath with a full walk-around, and one couch that converts into two twin bunk-style beds. This cabin has a TV and stereo, hanging lockers, ample cabinets, and heated flooring. The en suite head has a marble shower, head, and sink.

Next aft, there are port and starboard GUEST STATEROOMS. Located at the beamiest part of the yacht, there is plenty of room for lounging in the cabin. They each contain hanging lockers and underneath storage with nightstands on either side of the berth. The en suite heads have heated floors, sink, head, and marble.

Through a door, nest aft are two CREW CABINS. Each cabin has an upper single berth and double lower berth with stowage closets and drawers, sink head, and shower.

UPPER DECK

The BOAT DECK has chocks for two 20'+ tenders, 2 large stowage boxes, and stairs to the flybridge. The crane can launch either tender from either side of the vessel or the stern. The PILOTHOUSE has entry doors located to port, starboard, and aft. At the helm station, there are two Stidd custom leather helm chairs, an elevated settee for 3 people each, and navigation/office space with a full-size chart table. Aft of this area is an entertainment lounge area with a built-in L-shaped couch. Forward of the wheelhouse is a Portuguese bridge with access to the foredeck.

The very large and well laid out FLY BRIDGE has helm station controls, 3 ea. Navigator helm chairs, wet bar, two elevated forward-facing bench seats with Corian tables for three persons, two L-shaped couches with Corian coffee tables, hot tub for six persons and an opening hatch in the ceiling to access antennas on the hardtop.

Swim Step is 4' wide on the stern with entry through a watertight door into the lazarette / engine room.

Galley Appliances

- Ovens: 2 stacked Wolf model DO-30F.
- Refrigerators: 2 ea. Sub Zero 700TR with two ea. lower Refer drawers.
- Refrigerators: 2 ea. Sub Zero 70TCF with two ea. lower Freezer drawers.
- Freezer: Sub Zero 700BF under counter 2 drawer style
- Stove Top Range: Wolf model # CT36EU glass top
- Ice Maker: Wolf model # 315 IP
- Wine Cooler: Sub Zero 315 W/O-LH
- Trash Compactor: Broan 14 inch
- Dishwasher: Fisher & Paykel SS dual drawer
- Garbage Disposal: InSinkerator Evolution Excel
- Microwave Oven: Sharp Carousel R-1874F 850 watts
- Reverse osmosis drinking water filter

Audio Visual Equipment

- 32' LED Flat Screen TV (aft pilot house)
- 50" LED Flat Screen TV (main salon)
- 50" LED Flat Screen TV (master)
- Touchscreen music and movies in the salon, galley, and crew quarters.

Electronics

- Furuno Autopilot with pilot house and dual flybridge stations
- Furuno Fish Finder with IPad control/repeater
- NMEA 2000 interface for wind speed, digital compass, rudder angle, and all navigation functions
- Maretron NMEA readers for pilot house and flybridge
- Hi-Definition Radar
- (2) Long Range VHF radios with hailers
- Maretron Digital wind and weather station
- 21-inch computer system for navigation and engine monitoring
- Computer interface for Insteon lighting control
- Hard-wired smoke detectors and bronze float high water sensors
- Four high-definition Ethernet Cameras with recording software
- Kalenberg Horn and Whistle with auto controller
- 1 million candlelight spotlight with complete remote control
- Quantum stabilizer controls
- Deck light controls for all areas and Crab Light controls (4)
- Dual Engine stop/start panels and stand-alone gauges
- Inverter Controller

Electrical

- Shore Power: 240/120 VAC, 100 Amp single phase system
- One 100-foot power cord on Glendenning auto winding system
- Isolation and Conditioning: 100 amp Atlas 50/60 cycle
- (2) John Deere 55 kW gen sets with a 12-volt starter and vibration mounts and sound shields
- 26 KW Northern Lights gen set with a 12-volt starter and vibration mounts and sound shields
- Each gen set has dual Racor fuel filters and an inline Steward Warner priming pump for easy filter fills and fuel lift prior to starting.

Hydraulics

- Steering: Allseas Yachts design
- Bow/Stern Thrusters: KeyPower
- Bow Anchor Winch: Pilkington (28) diameter drum
- Stern Anchor Winch: Pilkington (28) diameter drum
- Stabilizers: Quantum Zero Speed
- Deck Crane: 12,000 lb. max by Auto Crane
- Hydraulic Pumps: Pressure compensating, flow compensating hydraulic pumps driven off of 55KW generators and use
- 12-volt clutches to give a lifetime of use

Anchoring System

- There are 19-inch hydraulic bow and stern thrusters for easy docking with steel guards for protection from logs. There are bow and stern anchor winches (not a Capstan and chain locker). The secret to deep water anchoring is in the layering of the chain. Following the 350-pound anchor is 90' feet of galvanized 7/8" stud link galvanized chain (to ensure that the anchor pull is on the bottom) followed by 200 feet of 1/2 inch high tensile chain followed by 300 feet of steel cable. This type of anchoring system with different size tension members can only be pulled onto a drum....it is faster and safer than a capstan that must use the same chain that is too lightweight next to the anchor and makes an improper catenary. The stern anchor system is similar to the bow anchor system just smaller. The stern anchor is very effective at holding ALLSEAS 92 in position when tides and winds change.

Steering System

- The steering system utilizes an oversized standard component hydraulic system with dual pumps and dual solenoid valves. Oversized rams turn two 6' tall balanced rudders for quiet operation.

Bow & Stern Thruster

- Bow thruster: 75 HP Bow Thruster by Key Power
- Stern thruster: 75 HP by Key Power

Main Engines

- Two Cat C-18 450 HP @ 1,800 RPM, 24V electric start.

Each engine has Cat dual prefilters and dual Racor filters. Each filter can run the system and you can switch between the filters while the engine is operating. The filters have drip trays under them for ease of cleaning and are easily seen during engine room inspections. Each engine has its own starting bank consisting of 2 8D glass matt batteries. The main engine starting banks are charged by an AC charger and an alternator. Based on a sister ship's performance it is estimated that at 1160 RPM, the speed will be approximately 8.2 knots and consume around 15 GPH which includes one 55 KW Generator online. This will give a calculated range of 3,800 nm.

The engines have deep crankcase oil pans which allow for oil changes every 400 hours. Both engines are on SoundDown rubber isolators and coupled to CV Joints and a remote thrust block bearing for the ultimate low vibration and low noise transmission. To protect the drive train both shafts have prop saver torque fuses added. Fuel consumption will vary depending on speed, load, and weather.

Transmission & Running Gear

ZF 650 Gear with a ratio of 4.1 to 1 These are oversized gears for added reliability. Poseidon CV shaft and Thrust Block Bearing coupled to a 4-inch Aquamet 21 Stainless Shaft. She uses a packing box with the new dripless packing system and has a rubber bladder to allow in water change out of packing. A short driveline allows for no forward bearing, just one stern bearing to take care of on each side.

- Propellers: 4-blade bronze, 60" dis, 38" pitch
- Propeller Shafts: Aquamet 21, 4" diameter shafts
- Propeller Protection: Power Train savers driveline couplers w/ replaceable shear pins designed in the event that a propeller were to contact another object such as a floating log etc.

Main Engine Controls

- Electronic: ZF with pilot house and flybridge fixed control heads.
- One remote control for engines and thrusters on a 50 foot cord allows for control anywhere on the boat deck.

Engine Room Intake & Exhaust Systems

- Two 5,000 CFM Delta T fans, one port and one starboard. One is driven by a frequency drive to maintain proper air pressure for the machinery.

Sea Chest & Sea Water Systems

- (4) Oversized sea chest: 4-inch pipe with a 1-inch wall thickness 5-inch length
- Attached to the 3/4-inch flange is a heavy-duty studlock bronze ball valve
- Valves are installed to allow fresh water flushing or air pressure back flushing.

Fuel Polishing System

- Algae X system is used for fuel transfer and can polish any tank on the vessel.

Tankage

A common problem on metal boats is corrosion in the gray water tank, the black water tank, and the water tank. ALLSEAS 92 is designed for a very long useful life without re-plating tanks every ten to fifteen years due to lack of coating or failure of coatings. The only integral tanks on ALLSEAS 92 are the fuel tanks and the hydraulic oil tanks, which are protected by the fluid inside the tank and the epoxy coating on the outside of the hull. Other tanks, water, black water, and gray water, are separate integral tanks mounted above the bottom of the boat, so they are not integral to the hull bottom. Other than the integral diesel and hydraulic tanks that utilize the bottom of the boat, all other bilge spaces are accessible and painted, so they will last indefinitely with periodic cleaning and maintenance. In other words, ALLSEAS 92 is a dry bilge boat with no place for rust to occur other than maintaining the chain locker. The water tank is stainless steel which provides much better quality potable water than aluminum or steel.

Tank Capacities

- Fuel: 7,000 gallons
- Fresh Water: 1,000 gallons
- Grey / Black Water: 1000 gallons
- Hot Water: Toyotomi on-demand diesel-fired boiler (16gpm)
- Hydraulic Oil: 200 gallons

Sound Control

- Extraordinary low sound and vibration levels have been achieved through the use of SoundDown vibration pads on all equipment including Main Engines. SoundDown lead/Fiberglass panels installed on every engine room wall and overhead. Engine Room surfaces all painted and then coated with Mascoat anti-sweating compound followed by Delta T sound damping compound. SoundDown sheet laid under the carpet in the salon.

Deck Equipment

Fore Deck

- (2) Fiberglass deck boxes, one for emergency pull lines and the other with a complete sea anchor system.
- Anchoring: One of the two 26-inch anchor winches with 90 ft of 7/8 stud galv chain followed by 200 feet of 1/2 inch high tensile galv chain followed by 300 feet of 5/8 galv Wire Rope and is coupled to a 350-pound anchor. A stainless trough is under the chain with artificial teak decking to handle any rubbing from the massive chain.
- Warping winch and two 3 1/2 inch custom bollards for forward lines or for towing.

Boat Deck

- The large boat deck measures: 27' 7" on center line and 24' 9" wide on the inside of the bulwarks.
- The boat deck can handle 10,000 pounds of toys as per the incline test performed while in the water.
- Crane: 12,000-pound telescoping AutoCrane which can extend out to 23 feet and still pick nearly 2,000 pounds in at position and over 5,000 in its' ideal position for lift.

Fire Extinguishing System

- Stat X aerosol system with with solenoid operation

Custom stand-alone PLC control monitors 2 different zones for heat buildup; variable set point allow for more time to deal with a fire before discharging your bottles. EG temp reaches 130 degrees sounds alarm, if temp reaches 140 degrees engines shut down and louvers close. Then if temperature reaches 150 degrees the FM200 is discharged after a 1-minute time delay.

Air Conditioning HVAC System

- Chilled Water / Refrigeration: 16 tons of refrigeration, 4 ea. 4-ton Commercial Scroll Compressors Frequency Drives
- Controlled by stand-alone web module allows for computer monitoring or smartphone
- Hot Water Heating: Toyotomi diesel-fired boiler supplies heated water to each air handler.
- Electric Heating: Stateroom air handlers have built-in electric strip heat to provide simultaneous air-conditioning and heating as well as dehumidification.
- Air Handlers: Marine Air air handlers located throughout with climate-controlled digital thermostats in each space
- Cooled by (2) large capacity keel coolers with oversized flat plate condensers.

Bilge Systems

- The bilges are protected by two different systems. The large system is dual AC Powered Sump Pumps with 1 1/2 inch outlets. She has them in each watertight compartment. In addition is a small DC pump system to keep the bilges dry. Bilge level sensors are in every compartment and tied to a central alarm system.

Fresh Water System

- (1) 1800 gallons per day Sea Recovery AquWhisper watermaker with commercial sized filters
- (1) Toyotomi diesel hot water heater
- Reverse osmosis drinking water filter in the galley
- Fresh water outlets on foredeck, boat deck, aft deck and flybridge deck
- Fresh water tanks are monitored with a stainless steel pressure transducer accurate to 1/16 of an inch in fluid level
- Levels for all tanks can be read on multiple computers throughout the vessel.

Compressed Air System

- The system consists of a 1/3 hp compressor with 2.5 gal reserve tank. The system feeds through a tube to multiple outlets in the engine room and also to the horn and whistle.

Hull Construction

- Keel: 12 by 12 I Beam with 1 1/4 inch flanges and a 3/4 inch center beam.
- The keel extends downward from the bottom of the boat adding additional protection and can support the entire weight of the vessel at any one point.
Stem: 3/4" x 12" Precut Steel
- Framing: Transverse Minimum Frame is 6" by 3 1/2" by 3/8" thick with additional longitudinals 3/8" by 2 1/2" every 12 inches.
- Bottom 3/8" Steel
- Side Plating: 5/16" Steel
- Main Deck Plating: 1/4" plate
- Bulkhead Plating: 1/4" plate
- Tank Top Plating: 1/4" plate
- Bulwark Cap Plate: 2" by 4" inch Stainless Steel Tubing
- Rub Rail: 8" inch split Stainless Steel Pipe welded to steel hull
- Watertight Bulkheads/Doors: 4 on the lower deck.

Hull Materials

Hull Material:

- ASTM A-36 Mild Steel (3/8" bottom, 5/16" hull sides, 1/4" bulwarks and saloon sides)
- Pilot House & Fly bridge: Aluminum 5086-h116
- Keel: Steel I-Beam, 110 lbs/foot
- Water Tight Compartments: 4 ea
- Sonar Tube: 10" steel

Painting: Exterior of the hull from the waterline up

- Precoated with 6 mils of zinc
- (2) Coats of epoxy high build Alexseal Fairing (2) Coats of high build Primer
- (3) Coats of Alexseal blue

Superstructure paint:

- Alexseal white

Windows & Doors

- Forward Facing Pilot House Windows & Corners: 1" laminated clear tempered glass
- Pilot House Side & Salon Windows: 1/2" laminated grey, 1/4" air space, 1/4" clear tempered glass, dual pane.
- Master Stateroom: 1" laminated grey tempered glass with 1/4" air space, 1/4" clear tempered glass, dual pane.
- Water Tight Doors: 4 ea. Water tight doors, 1 ea. exterior transom door by Pacific Coast Marine, 3 ea. interior water-tight doors by Manly Marine.
- Weather Tight Doors: 5 ea. Weather-tight Dutch doors by Manly Marine

Remarks

- Built with a deep knowledge of offshore cruising, the ALLSEAS 92 is a “Go Anywhere” vessel with luxurious accommodations. Being sold as a new and ready to go, this is a rare find in the world of rugged expedition vessels. No need to wait the 2+ years to build.

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.



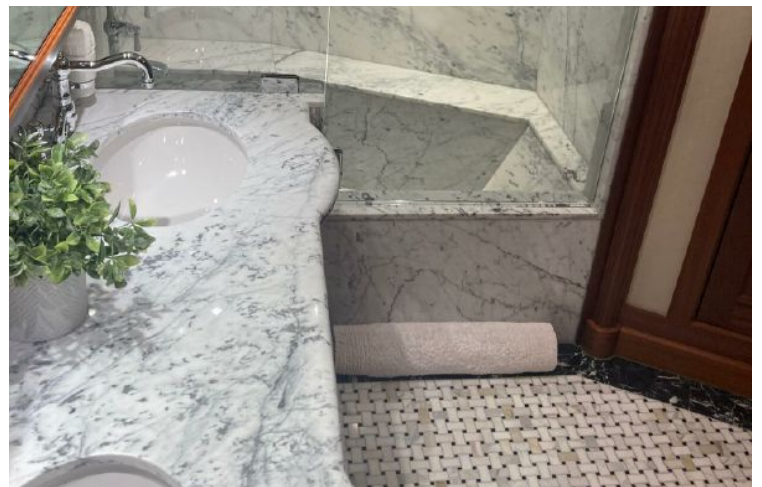


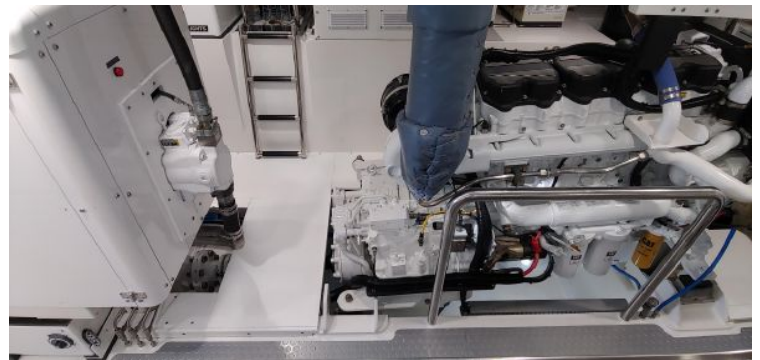
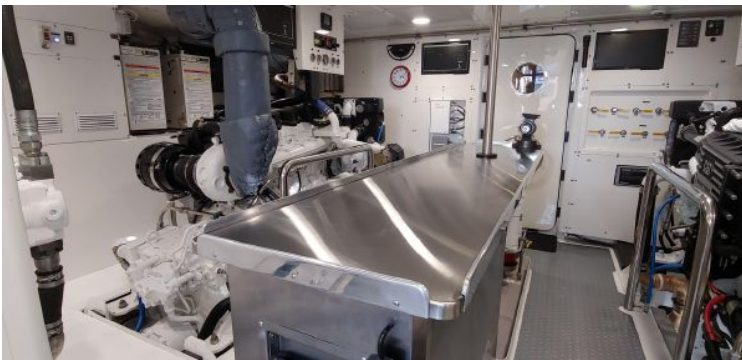


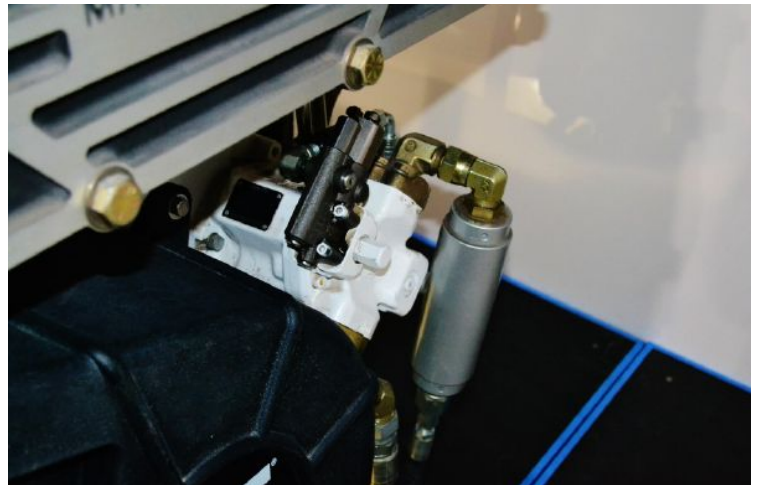




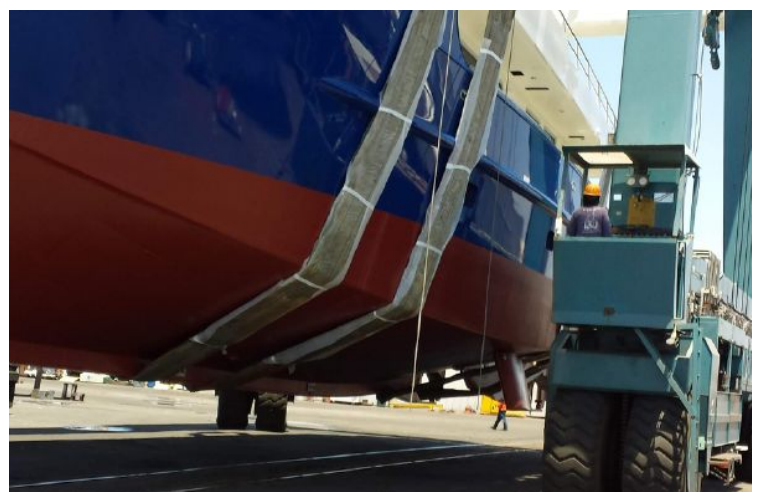
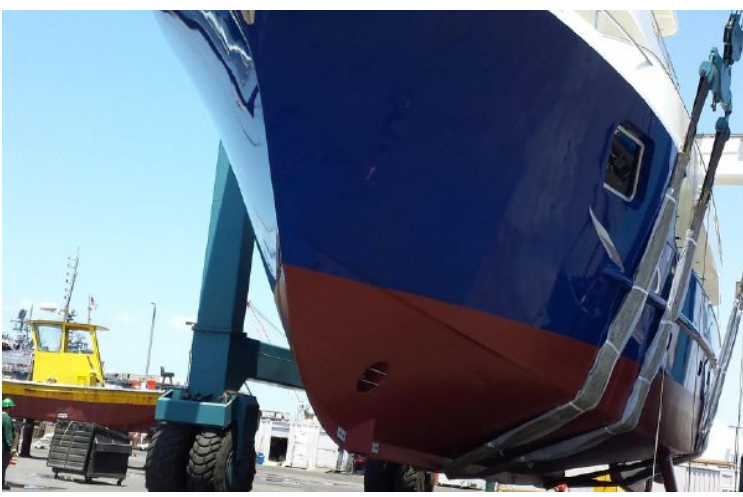








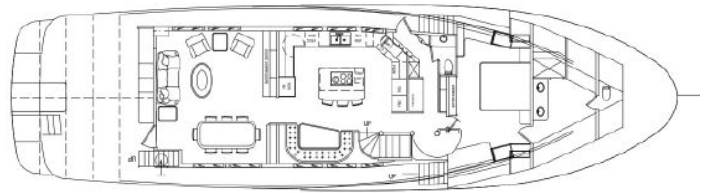






SPECIFICATIONS:

OAL	92.0'
BEAM	25'
DEPTH	12'
DRAFT	7'
LWL	82'
DISPL	180 TONS
CRUISE SPEED	--- 10.0 KTS
MAX SPEED	--- 12.5 KTS



92 FT. MAIN DECK PLAN

SPECIFICATIONS:

OAL	92.0'
BEAM	25'
DEPTH	12'
DRAFT	7'
LWL	82'
DISPL	180 TONS
CRUISE SPEED	--- 10.0 KTS
MAX SPEED	--- 12.5 KTS

Crew Separation As Built

