

EMOCEAN



2021 ROSETTI SUPERYACHTS RSY 38EXP

LOA:	125' 2" (38.15m)	Build/Model Year:	2021 / 2021
Beam:	29' (8.84m)	Builder:	ROSETTI SUPERYACHTS
Max Draft:	8' 11" (2.72m)	Type:	Motor Yacht Expedition/Explorer
Speed:	Cruising 11 Knots Max 13 Knots	Price:	(\$18,945,832 USD est.) €18,950,000 EUR
VAT Paid:		Location:	Genoa, Italy

NOT AVAILABLE FOR SALE TO U.S RESIDENTS WHILE IN U.S. WATERS.

Additional Specifications For EMOCEAN:

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Beam:	29' (8.84m)	Year:	
Max Draft:	8' 11" (2.72m)	Year Built:	2021
Hull Material:	Stainless Steel	Builder:	ROSETTI SUPERYACHTS
Superstructure:	Aluminum	Model:	RSY 38EXP
Hull Config:	Displacement w/ Bulbous Bow	Type:	Motor Yacht Expedition/Explorer
Hull Designer:	Hydro Tec – Creative Naval Architecture	Top:	Hardtop W/Tower
Deck Material:	Aluminum	Engines:	800 HP, Twin, 2021, Inboard, Diesel, MAN, D2868 LE425,
Tonnage:	430	Staterooms:	5
Range At Cruise	5000	Sleeps:	12
Speed:		Heads:	7
Speed:	Cruising 11 Knots	Crew Quarters:	4
	Max 13 Knots	Crew Berths:	7
Int Designer:	Burdisso & Capponi	Captain Cabin:	Yes
Ext Designer:	Hydro Tec – Creative Naval Architecture	Classifications:	RINA RINA C, *Hull, *MACH, Y, REG CODE PART A COMPLIANT
Flag:	Cayman Islands	MCA: ISM:	
Location:	Genoa, Italy		
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OVERVIEW

EMOCEAN is offered for sale for the first time. Winner of the 2022 World Super Yacht Awards in the competitive category of Displacement Motor Yacht Sub 500GRT.

EMOCEAN features a full displacement steel hull with bulbous bow and aluminum superstructure. She has an impressive 432 GRT and range of 5,000nm at 10 knots.

Rosetti has applied over 100 years of commercial ship building expertise into this extremely capable explorer yacht which has many features typically only found on much larger yachts.

She sleeps 12 guests in 5 cabins including a main-deck master ensuite with private balcony. Must see to truly appreciate the pedigree.

Immediately stepping onboard you notice that EMOCEAN has an overwhelming presence of being larger than her 38m much in part to her 8.85m beam. Typically a 430 gross ton yacht would be 45m+ so this is a special yacht that Sergio Cutolo and his team at HydroTec have designed.

Starting back aft she has a very wide swim platform with a garage door that opens up giving access to a beach club back aft complete with bar, full bathroom, and storage for water sports toys & dive gear. From here you pass through a water tight door into a well laid out engine room with easy access to all major machinery. Important to note that the main deck access to the engine room is to the port side with a large staircase down.

The Euro transom layout has stairs on both the port & starboard sides that lead up the main deck aft. Here you has a sunpad & lounge area. Full walk around teak decks lead up to the bow area.

Glass sliding doors open up to the main salon and when left open the aft interior seating area becomes one with the aft deck allowing for a large social space. Keeping with the social theme you have a beautiful glass wine display case which is one of the focal pieces onboard. Just forward of this is the formal dining area with doors that open up both to port & starboard giving you a cross breeze especially enjoyable when dining at anchor.

Immediately forward of the dining to port is the commercial galley that will impress the most discerning chefs complete with large windows that flood the space with natural light.

Moving forward to starboard you enter the main deck foyer highlighted by the central staircase and day head before reaching the entrance to the master suite. Stepping into the master you first pass by an office area before entering into the living accommodations and forward of this the en-suite. One of my favorite features onboard is the balcony located to the starboard side. This is built into the super structure and is not one of those platforms that folds down and requires the owner or crew to set up railings, it is fully self contained and you can access through glass doors that slide open. Amazing.

Heading down into the guest accommodations you have 4 spacious cabins with excellent headroom that you find on all deck levels. The 2 aft cabins are mirror images and are what I would consider the VIP cabins as they are larger than the forward 2 cabins that feature twin beds and pullmans so both sleep 3 thus giving EMOCEAN the ability to sleep 12 total guests. All cabins are en-suites.

Going back to the main deck you have a staircase that goes down to the crew accommodations which I feel has a genius layout as it is essentially takes up the entire forward section of the yacht with access to dual levels and an exit on the bow area. Great for privacy of the crew and gives them ease of access to move throughout the yacht without disturbing the owner or guests. The lower level of the crew area is the heart with crew mess, commercial laundry room and then substantial walk in refrigeration & freezer spaces giving the yacht the autonomy a proper explorer requires. Plenty of space to provision for significant time cruising remote areas. Forward of these spaces are the crew accommodations. There is then a staircase that leads to the upper level where there is additional storage for bosun & deck supplies, spares, small gym and direct access to

the exterior. Love this space as an ex crew member myself.

Now on the upper deck you have a fantastic bow lounge area and access to your ground tackle. Full walk arounds lead back to the aft section and the large sliding doors open up the interior & exterior spaces combining them into one. A large full service bar assures proper service & there is also an interior lounge/tv space great for watching movies. Captains cabin is located off of the proper wheelhouse that features all of the latest navigation equipment one would expect on a proper explorer. There is also a davit on the aft section which is where the tender is stored on long passages.

The sundeck is a work of art in my opinion and is obviously a favorite area to relax and enjoy the view, dine and spend time together with large groups. It features a pool with glass feature wall, the popular dining space onboard (in my opinion) that comfortably seats 12, full bar and lounge area. Extremely well laid out. A hard top and substantial mast complete her profile.

This walk through should give you a great idea of the flow of the yacht, how well laid out not only the guest areas are but the crew spaces which in my opinion is the key to a properly run, maintained and operated vessel. EMOCEAN is impressive in her fit & finish, decor and machine spaces. The pedigree is very noticeable throughout and there is no question why she won the World Super Yacht Award.

INFORMATION FROM THE SHIPYARD

HISTORY

Rosetti Superyachts has the privilege of being part of Rosetti Marino Group of Companies, a solid industrial group founded in 1925 and currently listed on the Milan Stock Exchange, successfully operating in the engineering, procurement, construction and installation of oil and gas infrastructures on-shore and off-shore and in the shipbuilding sector for almost 100 years.

Experience, excellent reputation and sound financial standing are all elements which Rosetti Superyachts can rely on when managing complex projects.

Quality of execution, respect of production times and constant collaboration with our clients are the cornerstones of the present and future of Rosetti Superyachts.

OUR FACILITIES

Rosetti Marino facility located in the Italian port of Ravenna, is where all Rosetti Superyachts vessels are built and where the refitting services are performed. The spacious production shipyard covers a total area of 257.000 sqm.

An area of 65.000 sqm is specifically dedicated to shipbuilding including berthage, mooring and covered surfaces encompassing approximately 17.000 sqm. The yard also includes two 25m by 100m construction sheds, 4.000 sqm pertaining to mechanical workshops, assembly areas with overhead cranes, pre-assembly areas with a permanent roof, 3 gantry cranes (1x100t and 2x35t) and a dry dock measuring 160m by 25m. The quay is 175m long with a 7.5m draft and from the Candiano canal has direct access to the Adriatic Sea.

Rosetti Marino is certified to quality, environmental and safety standards ISO 9001, ISO 14001 e OHSAS 18001.

Building on the extensive expertise acquired by Rosetti Marino in the refitting of commercial vessels, Rosetti Superyachts offers comprehensive refitting services for large yachts on its 160-metre long, 25-metre wide and 8,5-metre deep dry dock.

RSY YACHTS

Rosetti Superyachts' fleet comprises all projects built in San Vitale, RSY's shipyard, each boat reflecting the style and requirements of its owner, enhanced by the outstanding construction quality and attention to detail that Rosetti Superyachts devotes to all projects.

BASIC SPECIFICATIONS

EXTERIORS

The RSY 38m EXP features sharp and modern exteriors with a straight bow, offering all the comfort and dedicated spaces of a more traditional yacht. Built with a steel hull and an aluminium super-structure, this Rosetti Superyachts displacement explorer is built to cruise long distances in complete safety.

With a beam of 8.85 metres and a gross tonnage of 432 GT, the RSY 38m EXP has volumes that are typical of larger yachts and her 700 square metres of space are divided almost equally between the interior and exterior. The exterior profile is classic in proportion but contemporary in style with tense, angular lines.

INTERIORS

MAIN DECK

The fresh contemporary interior styling of Emocean is based on joinery of light Creta oak and dark smoked oak. A key feature is the main lobby where a bespoke sculpture occupies pride of place in the stairwell. Alternating glossy and opaque lacquers in light but warm tones are used for the furniture finishes.

The main salon has large windows and sliding doors that offer wide sea views, thanks also to the fact that the engine room ventilation shafts have been moved further forward. In addition, two large side sliding doors provide access to the cutaway bulwarks and the side decks. The space is divided into two main areas: a veranda-style seating area towards the stern and the dining area.

On the starboard side, a custom-designed wine cellar with a 150 bottle capacity acts as a divider between the guest areas and the master stateroom.

The owners' cabin is spacious and well distributed with a fixed side balcony, always on the starboard side, accessible through a sliding glass door. The master stateroom itself comprises a private office, large His & Hers bathrooms and a walk-in wardrobe. The owner's bathroom features surfaces in marble with both a raw and brushed finish.

LOWER DECK

On the lower deck is a beach club and four comfortable guest cabins (two twins and two doubles), as well as the crew accommodation (three cabins), a crew mess, pantry and pro-spec galley. Between the upper and main deck there is also a dedicated laundry and storage room.

UPPER DECK

On the upper deck is located the main lounge area. The tender is stowed on the open aft deck, while a spacious partially shaded is dedicated to an al fresco lounge. The captain's cabin is located adjacent to the wheelhouse with integrated bridge overlooking a huge sun bed at the open foredeck.

TECHNICAL SPECIFICATIONS

GENERAL DESCRIPTION

Builder: RSY Rosetti Superyachts

Naval Architect: Hydro Tec - Creative Naval Architecture

Exterior Designer: Hydro Tec - Creative Naval Architect

Interior Design: Burdisso & Cappono

Owner's Representative (O.R.): TBD

The hull will be built of carbon steel and superstructures construction will be part of carbon steel and part of light alloy.

The vessel will have displacement hull with bulbous bow, twin screw and transom stern.

The propulsion plant shall consist of two diesel engines, each coupled to a fixed pitch propeller through a reduction gear.

The yacht shall be equipped with twin aerofoil high lift rudder blades, one bow thruster and two fin stabilizers designed to provide active roll reduction both in underway and at anchor condition.

The electric power required for ship service shall be generated by three diesel generators. The yacht will have 4 decks, in

accordance with the General Arrangement Plan (GAP), basically arranged as in the following list:

Deck 4- Sun Deck- Fwd Sun area, Bar/Dining Area, Lounge

Deck 3- Upper Deck- Fwd Lounge Area, Wheelhouse, Captain cabin, Lobby/Deck Toilet, Pantry, Sky Lounge, External Lounge, Main tender

Deck 2 1/2- Intermediate Deck- Anchor/Fwd Mooring Station

Deck 2- Main Deck- Chain Lockers, HVAC Compartment, Bosun Store/Laundry, Owner's Cabin, Galley, Lobby, Day Head, Main Lounge, External Lounge

Deck 1- Lower Deck- 3 x Double Crew Cabins, Crew Mess, 4 x Guest Suites, Engine Room, Lazarette, Swim Platform.

The following sleeping accommodation will be provided according to the General Arrangement Plan (GAP):

Owner and Guests-

1 Owner- 2 berths

2 Double VIP Suite- 4 berths

2 Double Junior Suite- 4+2 berths

5 total suites; 10+2 total berths

Crew, Staff and Pilot

1 Captain's Cabin- 1 berth

3 Crew Cabins- 6 berths

4 total cabins; 7 total berths

The aforesaid number of crew cabins is subject to the final escape layout and compliance with the requirements of the Regulatory Bodies.

The yacht will be suitable for unrestricted navigation with adequate range as specified hereinafter in the specification.

The yacht- including hull, machinery and equipment- shall be designed, built, equipped, surveyed, tested and handed over to the Owner by the Builder according to the Technical Specification, GAP, Builder's standards, Regulatory Bodies, Owner's Representative (O.R.) approval and the agreement. If, as a result of increase experience or general technical developments, improved materials and/or efficient or better suited to the intended purpose, they may be adopted, at the Builder's discretion on receiving the agreement from the Owner.

Dimensions and Main Characteristics

Length overall: 38.15m - including swimming platform

Length at waterline: 35.90m - at full load

Max beam: 8.85m

Moulded Beam: 8.35m

Depth, amidships: 4.30m

Draught, at full load: 2.53m

Displacement, arrival: 355t

Displacement, standard: 375t

Displacement, full load: 402t

Gross Tonnage: 432GT

Propulsion

2 x MAN V8 D2868 LE425

2 x Reintjes WAF 344

2 x 588kW @ 2100rpm

I = 4.053:1

Electrical Generating Plant

Main Electric Generators: 2 x Kohler 80 ekW 400V 50Hz

Night Electric Generator: 1 x Kohler ekW 400V 50Hz

Thrusters

A tanner Bow Thruster, CMC BTM 75-85, Power abt 85 kW

Fin Stabilizers

One pair of non-retractable electric fin stabilizers with zero speed CMC LR 150 - 11kW, 2,7 sqm

Desalination Plant

One Idromar MC5S Duplex type- Total capacity 2 x 6.000 l/day

Performances

Speed-

The yacht, at the Standard Displacement, with the propulsion motors developing abt. 100% of the max rated power and under the following conditions:

- Clean hull
- Unrestricted deep-sea waters with a temperature of 20 degrees Celsius
- Calm sea and wind not exceeding Beaufort 2
- Active stabilizers switched off

Will be capable of the following performances:

Max speed: 12.5 knots

Cruising speed: 11 knots

Economical speed: 10 knots

Range

The yacht's calculated economical speed range, using all the fuel (inclusive of storage and service tanks), to be:

Range at economical speed: 5,000 miles

The reference draught for the range calculation will be the half load draught corresponding to the Standard Displacement.

The above characteristics shall be regarded as preliminary and liable of minor alterations, to the decision by the Builder, whenever the Builder deems necessary to meet the provisions on the speed and stability.

Tank Capacity

The yacht to be provided with the following tank capacity:

Marine Gas Oil (MGO) (including service tanks)-

Net Volume: abt. 60m³

Specific Weight: 0.835

Weight: 50.1t

Fresh Water-

Net Volume: abt. 7.45m³

Specific Weight: 1.00

Weight: 7.45t

Black Water-

Net Volume: abt. 1.50m³

Specific Weight: 1.00

Weight: 1.50t

Grey Water-

Net Volume: abt. 10.5m³

Specific Weight: 1.00
Weight: 10.5t

Bilge-
Net Volume: abt. 1.50m³
Specific Weight: 1.00
Weight: 1.00t

Lubricating Oil (LO) clean-
Net Volume: abt. 0.50m³
Specific Weight: 0.925
Weight: 0.46t

Lubricating Oil (LO) dirty/sludge-
Net Volume: abt. 0.50m³
Specific Weight: 0.925
Weight: 0.46t

Pool Back Up Tank-
Net Volume: abt. 4.89m³
Specific Weight: 1.00
Weight: 4.89t

Owner, Guest, Crew and Staff Capacity

The vessel will have the following Owner, Guest, Crew and Staff capacity:
Commercial service (According to Red Ensign Group Yacht Code)-
Passenger capacity: 10+2
Crew, Staff capacity: 7
Total capacity: 17+2

Noise and Vibration Criteria

General
Care is to be taken in the design of the hull, and in construction details, to minimize the effects of vibration and noise, especially in the Owner's and guest suites and the public areas of the accommodation.
No void spaces will be left behind bulkheads adjacent machinery spaces.

Structure

The effects of vibration on the main hull, superstructure and masts etc., must be considered at a very early stage, and the design of the structure (scantlings, continuity of engine seating, etc.) shall be undertaken with care in order to minimize the transmission of vibrations and noise.
Attention shall be paid to prevent the risk of resonance between structural elements and fitted equipment.
Local stiffening of structure, in order to increase the local stiffness, will be provided in order to have the minimum possible transmission of structural noise in to the structure.

Sound Insulation and Damping Treatment

As general criteria, sound insulation is to be applied as required in order to satisfy the noise rating levels set forth later in this section.
Special care is to be given to sound insulation where cabins are adjacent to fan rooms, stairways, pantries and public spaces, etc. Machinery adjacent to accommodation areas shall be suitably supported with adequate resilient mountings in accordance with Builder standard practice.
The transmission of structure-borne noise to accommodation areas, for example where electric cabling, pipes and equipment

are attached to the hull structure, or pass through bulkheads and deckheads, forming boundaries to machinery spaces, shall be attenuated by means of resilient mountings, insulated attachments and pipe hangers, etc.

Adequate insulation in machinery spaces shall be provided to prevent the passage of airborne noise into accommodation areas. In the Owner's and guest cabins, where applicable, the wall coverings and ceilings shall be elastically mounted to the yacht's structure; this will include the application of mineral wool and added mass layers or damping as per Builder's standard practice.

Floating floors or suspended floors will be fitted in the Owner's and guests' accommodation, public spaces and where necessary in order to guarantee noise limits. Insulation under floating floors to be tight beneath.

In way of Owner's, guests' and crew cabins, independent double wall structures to be arranged if necessary, for acoustic privacy, with mineral wool in-fills in the cavities. Panels will have added mass layers in necessary.

Machineries and Propulsion

Installation of suitable mountings will be taken into consideration wherever necessary.

The main engines will be elastically mounted. The generating sets will be elastically mounted and fitted with acoustic enclosures. The exhaust of the main engines at medium and high ship speed shall be led out under water. The exhaust of the main engines at low ship speed shall be led out above water. Air ducts shall be adequately dimensioned to keep the air velocities low.

Care will be paid to respect manufacturer's parameters with regards to Back Pressures.

Pumps, generators, exhaust pipes, ventilation fans, compressors, air conditioning units, transformers for electronic units, hydraulic elements and similar noise-emitting machinery to be mounted on the ship foundation will be of suitable high stiffness as appropriate to achieve the greatest effectiveness.

Flexible hoses and electrical cables to be installed to compensate for the motions of any flexibly mounted equipment. These fittings shall meet the requirements of the Classification Society and Regulatory Bodies and will handle the maximum design movements of the mounted equipment without over-stressing or deforming the attached piping or cables. All flexible pipes in machinery spaces are to be sheathed/armoured in accordance with Classification Society and Regulatory Bodies requirements.

Propulsion and Hydrodynamic

The propellers will be designed in order to minimize, as far as practicable, generation and transmission of noise into the hull. This will include 5 blades, skewed propellers with good tip clearance (>15%).

To avoid noise, all underwater parts such as zinc anodes, water inlets and outlets, stabilizer fins, openings of the bow thruster etc, are hydrodynamically configured.

Particularly attention will be paid in the vicinity of guest accommodation areas in order to eliminate noise from running and dripping water.

Prop speed or equivalent treatment to be applied to propellers before yacht is launched.

Noise Targets

The Builder must achieve the following noise targets. The values stated below must be intended in dB(A) and measured following the procedures stated in the IMO Code on Noise Levels on Board. Two different operating conditions will be measured:

Transit condition-

- Motor Yacht cruising in quiet sea (sea state less than 2) and calm wind (wind force less than Beaufort 3)
- Design draught
- Speed: 10 knots
- Unrestricted deep-sea waters
- Straight course, limited rudder angle (max. 2 degrees to each side)
- Fully furnished
- Exterior doors shut
- Air conditioning in cabins in normal operating conditions
- Bow thruster not in operation

- Stabilizers switched on
- Excluding human activity

Harbour/anchor conditions

- Yacht at rest with calm sea and no wind
- 1 sound enclosed Generating Set running
- Air conditioning in cabins in normal operating conditions, engine room ventilation in harbour mode
- Stabilizers switched on
- Doors and windows closed
- No maneuvering and human activities

Noise Limits in Different Yacht's Operating Conditions - dB(A)

- Owner's cabin: Transit 50 dB(A), Harbour 42dB(A)
- VIP/Junior Suites: Transit 58 dB(A), Harbour 45dB(A)
- Crew Cabins: Transit 58 dB(A), Harbour 45dB(A)
- Main Deck Saloon: Transit 58 dB(A), Harbour 45dB(A)
- Sky Lounge: Transit 58 dB(A), Harbour 42dB(A)
- Bridge: Transit 58 dB(A), Harbour 42dB(A)
- Captain's Cabin: Transit 58 dB(A), Harbour 45dB(A)
- Crew Mess: Transit 58 dB(A), Harbour 45dB(A)

The noise level in all the sanitary spaces and dressing rooms located in or adjacent to the above-mentioned areas shall not be more than 3 dB above the stated level of the corresponding area.

Acoustic Privacy

The design requirements for reduction between cabins (doors closed) will be in accordance with the speech privacy ratings listed below. Measurements will be performed in dead ship.

Following acoustic privacy levels are to be met.

Owner's, VIP's and Guest's cabins: 35 dB

Crew cabins / crew mess and lounge: 30 dB











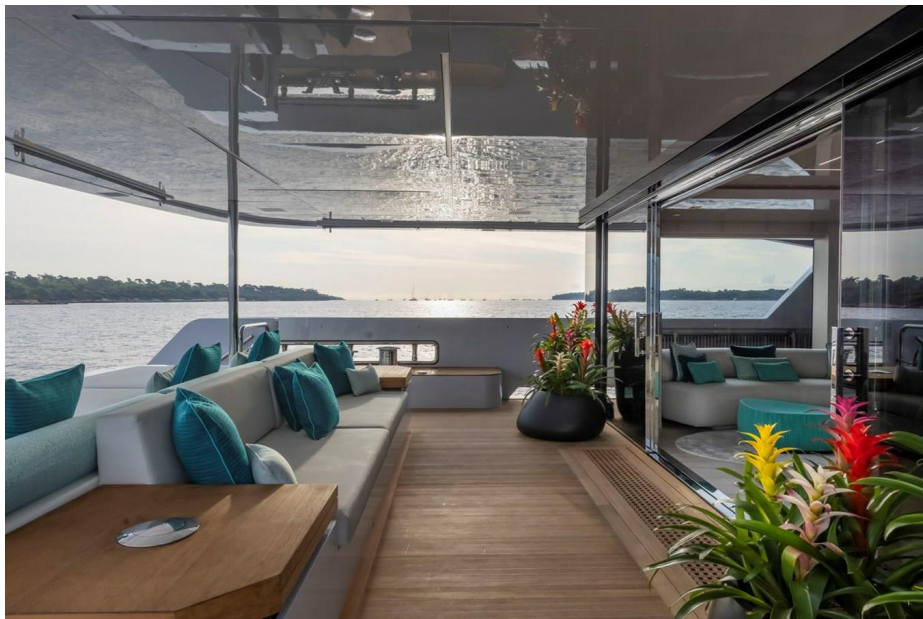


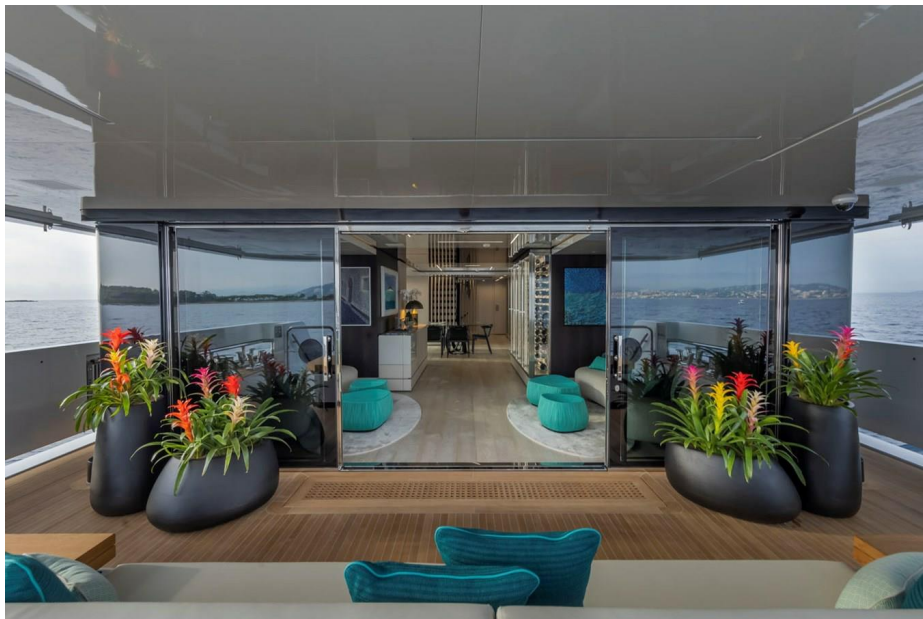
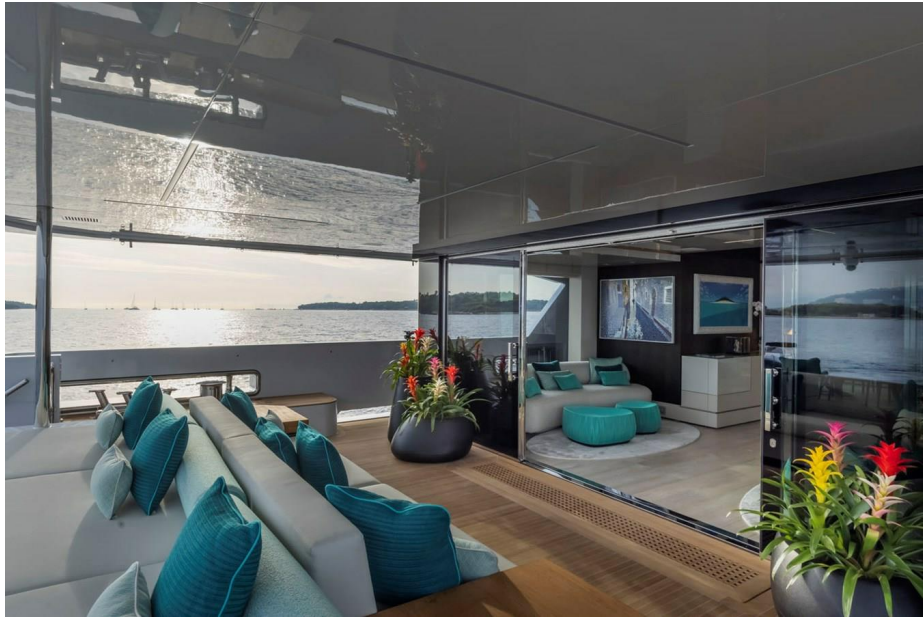


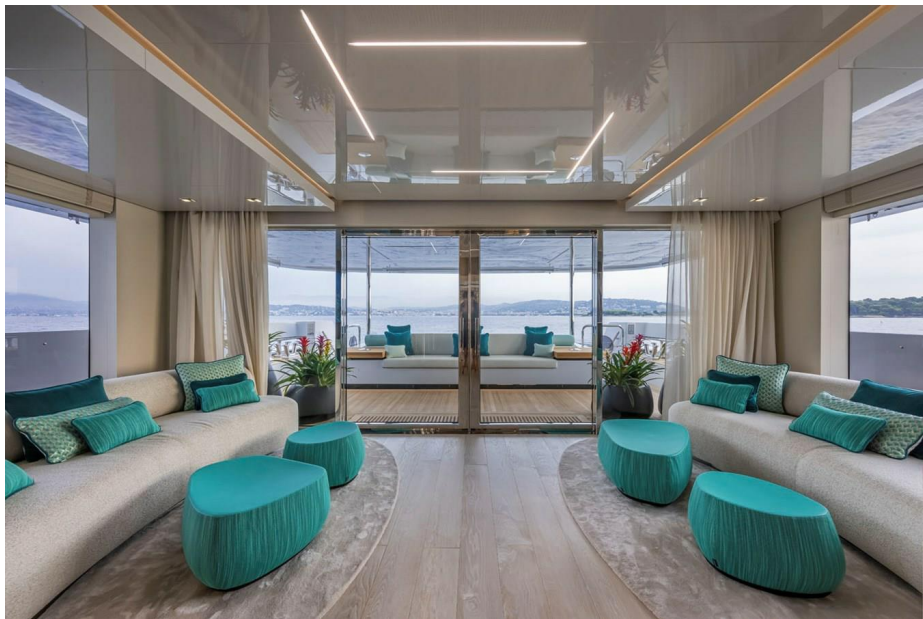


































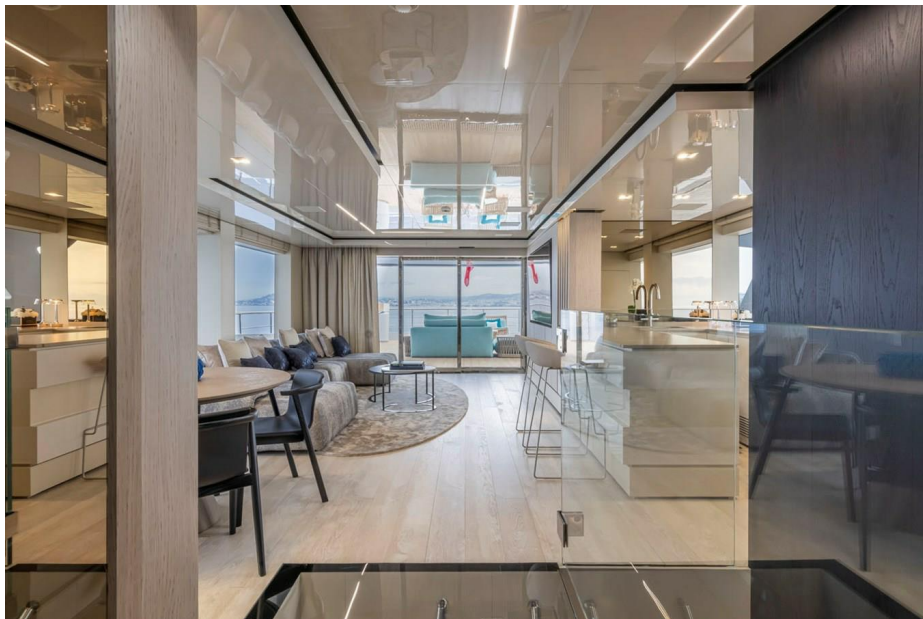


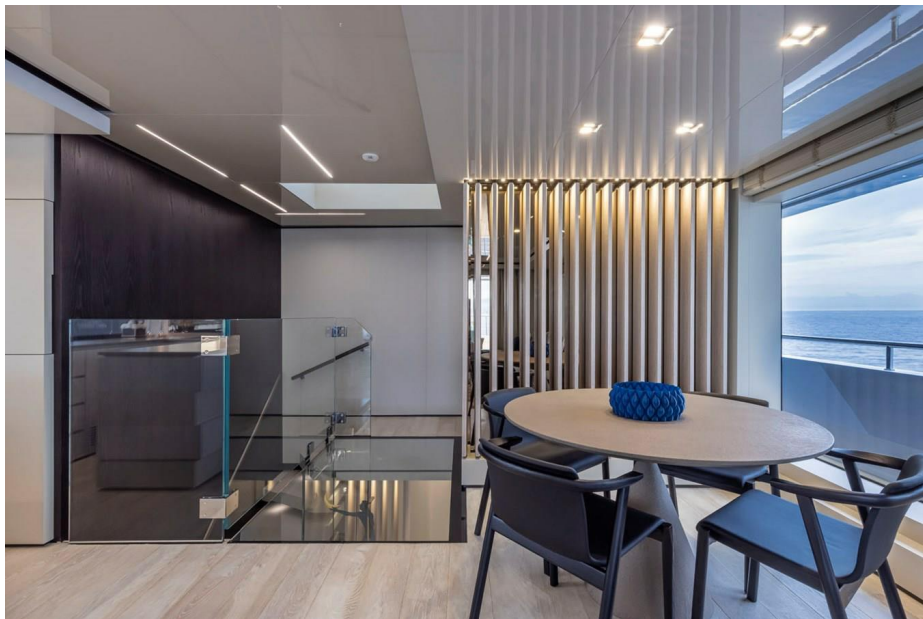


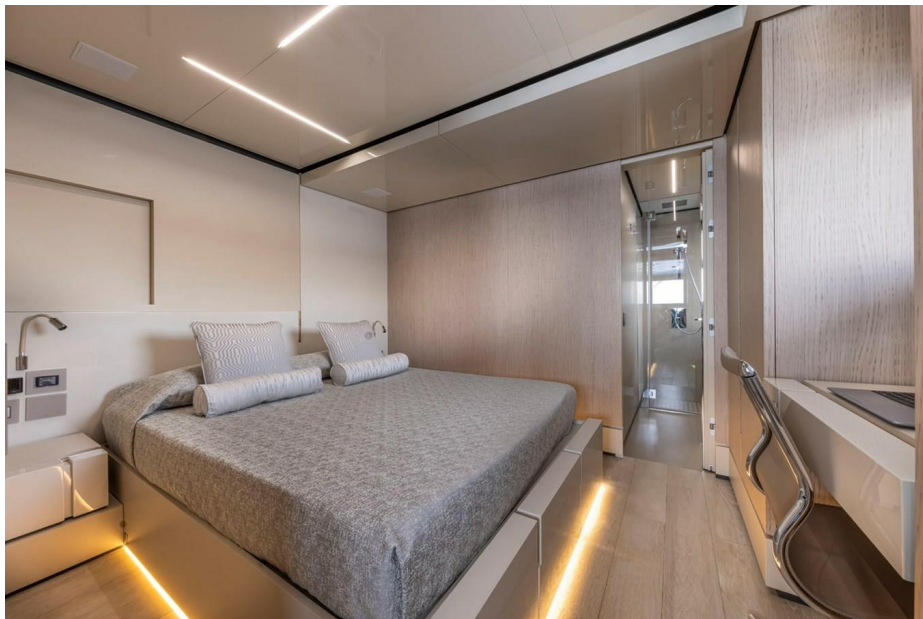
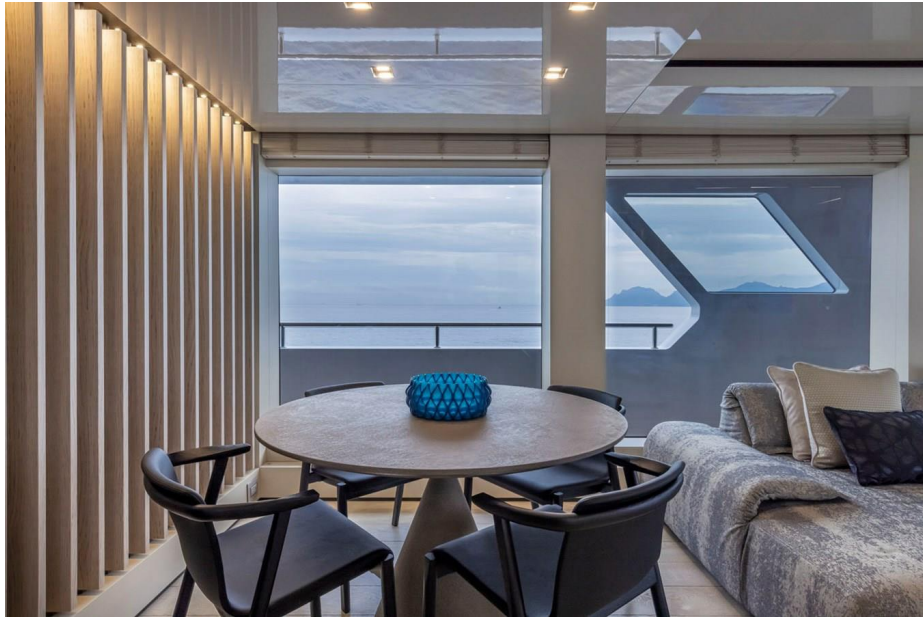


















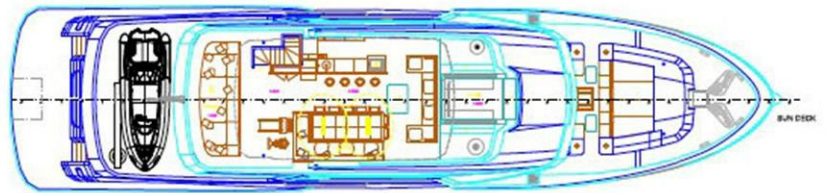
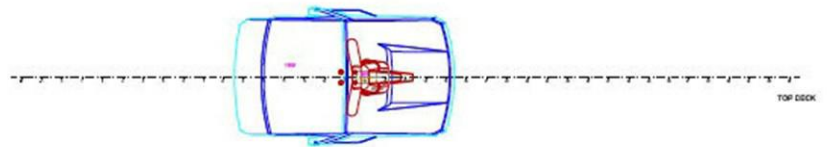
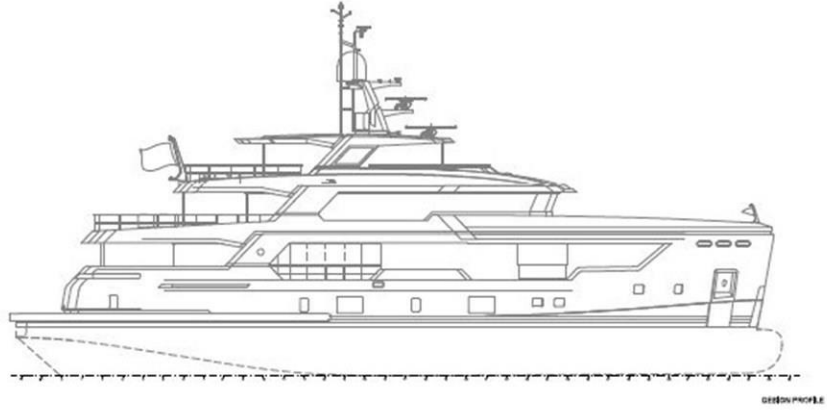




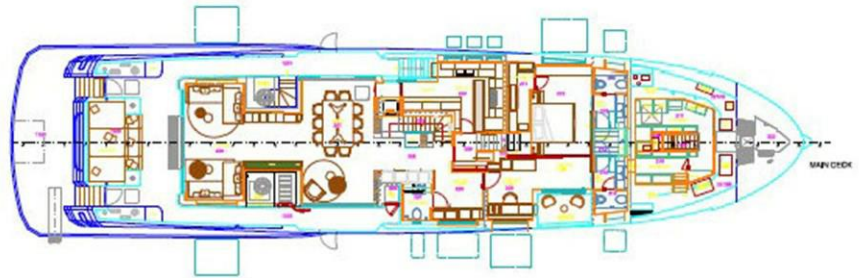
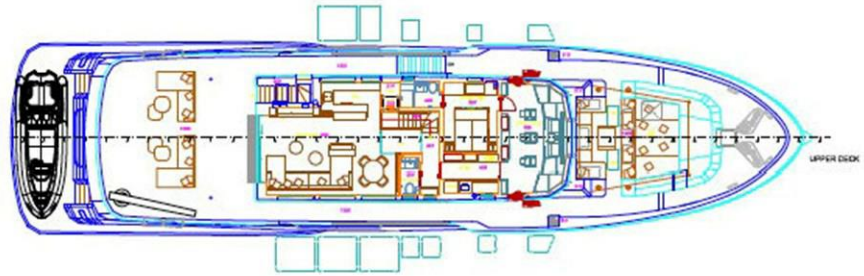




EMOCEAN GA 1



EMOCEAN GA 2



EMOCEAN GA 3

