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**ITASCA**  
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**175' (53.60m) J&K SMIT**

**LOA:** 175' 11" (53.60m)  
**Beam:** 34' 10" (10.60m)  
**Min Draft:** Min 17' 1" (5.20m)  
**Max Draft:**  
**Speed:** Cruising 11 knots  
Max 12 knots

**Year:** Mfg-1961  
Model-1961  
Refit-2017  
**Builder:** J&K SMIT  
**Type:** SHELBY  
Conversion  
**Price:** \$9,950,000 USD  
**Location:** Palm Beach, Florida, United States  
(Cruising)

## Additional Specifications For ITASCA:

<b>LOA:</b>	175' 11" (53.60m)	<b>Year:</b>	Mfg-1961 Model-1961 Refit-2017
<b>Beam:</b>	34' 10" (10.60m)	<b>Builder:</b>	J&K SMIT
<b>Min Draft:</b>	17' 1" (5.20m)	<b>Model:</b>	
<b>Max Draft:</b>		<b>Type:</b>	SHELBY Conversion
<b>Hull Material:</b>	Steel	<b>Top:</b>	
<b>Hull Config:</b>		<b>Speed:</b>	Cruising 11 knots Max 12 knots
<b>Hull Designer:</b>	J. & K. Smits Scheepswerven N.V	<b>Engines:</b>	1250 HP, Twin, 1961, Diesel, Rabl 459, 9V, MAN
<b>Deck Material:</b>	Teak	<b>Staterooms:</b>	5
<b>Tonnage:</b>	845 Tonnes	<b>Sleeps:</b>	10
<b>Range:</b>	13,000 Miles	<b>Heads:</b>	
<b>Int Designer:</b>		<b>Crew</b>	
<b>Ext Designer:</b>	J. & K. Smits Scheepswerven N.V	<b>Quarters:</b>	
<b>Fuel Capacity:</b>	272,000 l (71,855 g)	<b>Crew Berths:</b>	
<b>Water Capacity:</b>	37,000 l (9,774 g)	<b>Captain Cabin:</b>	No
<b>Holding Tank:</b>		<b>Classifications:</b>	Lloyd's LMC LY3
<b>Flag:</b>	Cayman Islands	<b>MCA:</b>	Yes
<b>Location:</b>	Palm Beach, Florida United States (Cruising)	<b>ISM:</b>	None
<b>Price:</b>	\$9,950,000 USD		

## 1. MAIN CHARACTERISTICS

<b>TYPE</b>	◦ Luxury Explorer Pleasure Yacht
<b>HELIPAD</b>	◦ BC130 B4 - upper deck aft (approved by Class in 2011)
<b>BUILDER</b>	◦ J&K Smit, The Netherlands (1 of 3 sister ships)
<b>OFFICIAL NUMBER</b>	◦ 384738
<b>IMO NUMBER</b>	◦ 1002055
<b>TYPE OF REGISTRATION</b>	◦ Pleasure Vessel
<b>VHF CALL SIGN</b>	◦ ZGHI
<b>YEAR</b>	◦ 1961
	◦ 2017 / 2010 / 2000 / 1994
	◦ 1994: First Owners built the superstructure & ice strengthened the Hull
<b>REFIT</b>	◦ 2000: Second Owner rebuilt the interior
	◦ 2010: Current Owner added the stern thruster in Seattle & upgraded the Helideck to include refueling in Auckland 2011
	◦ 2017: Hull repainted, shaft pulled & 5 year special class survey completed
<b>CLASSIFICATION</b>	◦ Lloyd's + 100 A1 LMC, ISM Code, ISPS compliant, MCA LY3
<b>CONSTRUCTION</b>	◦ Steel Hull & Superstructure, Teak deck
<b>FLAG</b>	◦ Cayman Islands, George Town
<b>ENGINES</b>	◦ 2 x 1,250 Hp MAN – single screw (build in 1961)
<b>CREW</b>	◦ 12 + Pilot for helicopter
<b>GT</b>	◦ 845
<b>NT</b>	◦ 253
<b>HULL COLOUR</b>	◦ Blue
<b>ACCOMMODATION COLOUR</b>	◦ White

## 2. DIMENSIONS

<b>LOA</b>	◦ 53.60m / 175'10"
<b>BEAM</b>	◦ 10.60m / 34'9"
<b>DRAFT</b>	◦ 5.20m / 17'

## 3. SPEED & RANGE UNDER POWER

<b>MAXIMUM SPEED</b>	◦ 11.5 knots
<b>CRUISING SPEED</b>	◦ 11 knots
<b>FUEL CONSUMPTION</b>	◦ 5,500 litres / 24 hours steaming
	◦ 13,000nm
<b>RANGE</b>	◦ 7,500nm at 11.2 knots @ 168 shaft rpm
	◦ (about 360 rpm on the ME)

## 4. CAPACITIES

<b>ACCOMMODATION</b>	◦ 10 x Guests in 5 cabins
<b>CREW</b>	◦ 12 x Crew + 1 helicopter pilot
<b>FUEL</b>	◦ 272,000 litres / 71,855 US gallons
<b>HELI FUEL</b>	◦ 5,000 litres / 1,320 US gallons
<b>FRESH WATER</b>	◦ 37,000 litres / 9,775 US gallons
<b>BLACK WATER</b>	◦ 14,949 litres / 3,896 US gallons

## 5. ACCOMMODATION

ITASCA's conversion has been very tastefully completed over the years with each owner adding and improving her to make her what she is today. She is a country home on the water with large windows and all amenities, including large gym and sauna.

## 6. HELIPAD

<b>HELIPAD</b>	◦ EC130 B4 on the upper deck aft ◦ The Helideck structure was approved by Class in 2011. Flag requirements for Helicopter landing areas and operations are only applicable to commercial yachts (2,400kg max take-off weight).
<b>HELICOPTER NB:</b>	◦ The helicopter is not included in the asking price

## 7. MECHANICAL EQUIPMENT

<b>ENGINES</b>	◦ 2 x 1,250 Hp MAN Rabl 459, 9V, Diesel (1961)
<b>ENGINE HOURS</b>	◦ As of Jan 2021 - since circa 1994: ◦ Port: 18,833 / Stbd: 18,961
<b>PROPULSION</b>	◦ Single screw
<b>GEARBOX</b>	◦ Lohmann and Stolterfoht
<b>REDUCTION RATIO</b>	◦ 2.22: 1 with maximum shaft speed of 180 rpm
<b>ELECTRICITY</b>	◦ 480V / 100 Amp – 110v (60 Hertz) domestic supply
<b>BATTERIES</b>	◦ 2 x Banks of 24V - 8 Batteries in total (plus GMDSS)
<b>GENERATORS</b>	◦ 2 x 190kW Caterpillar 3406B built in 1995
<b>HARBOUR GENERATOR</b>	◦ 1 x 170kW Caterpillar 3306 built in 1999 ◦ As of Jan 2021 - since last complete rebuild
<b>GENERATOR HOURS</b>	◦ Port 3406: 9,367 / Stbd 3406: 4,023 ◦ Night Gen. 3306: 6,828 since last complete rebuild
<b>EMERGENCY GENERATOR</b>	◦ 1 x 25kW Northern Lights NL984 (New 2005)
<b>EMERGENCY GEN. HOURS</b>	◦ 30.5 hours (Jan 2021)
<b>AIR CONDITIONING</b>	◦ Local fan coils in each cabin / area – ◦ 2 x Blitzer 4N-20.2 compressors / 340'00 BTU – Heinen & Hopman main air

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<b>STERN THRUSTERS</b>	◦ Wesmar V2 – 24/26 150 kW (electric)
<b>BOW THRUSTERS</b>	◦ Wesmar DPC – 200 150 kW (electric)
<b>FUEL FILTRATION</b>	◦ Alfa Laval MAB-104B
<b>BILGE SYSTEM</b>	◦ Heli – Sep / Model 500 - J1838
<b>SEWAGE SYSTEM</b>	◦ Hamann Wassertechnik
<b>STEERING SYSTEM</b>	◦ Stork Jaffa - Hydraulic – Twin Rams
<b>WATER MAKERS</b>	◦ 2 x H.E.M. 40 9000 - (15,000 per day each)
<b>DIVE COMPRESSOR</b>	◦ Bauer C-E3

## 8. MACHINERY USE NOTES

- Underway ITASCA uses only 1 main engine & 1 generator, the 2 main engines are never used together
- Fuel consumption underway at 11+ knots (1 ME & 1 generator) averages 4,800 litres per 24 hours
- At anchor or alongside only 1 generator is required
- Itasca's main engines are medium speed (380rpm max) commercial style engines which do not fall into modern "service by the hour" schedules as you would find with Caterpillar, MTU, etc. They are typically under constant maintenance and go for years between large rebuilds. Also, as only one is used at a time means 10,000 individual engine hours is actually 20,000 hours underway

## 9. NAVCOM EQUIPMENT

<b>SATELLITE</b>	◦ TVRO, VSAT ◦ Fleet Broad Band ◦ Iridium Open Port ◦ SAT C
<b>SATELLITE COMPASS</b>	◦ Furuno SC-110
<b>SONAR</b>	◦ Furuno Dual Frequency CH-300
<b>AUTO PILOT</b>	◦ 2 x Simrad AP80's both fully integrated
<b>GPS</b>	◦ 2 x Simrad MX612 both fully integrated
<b>GYRO COMPASS</b>	◦ 1 x Simrad GC80
<b>TOUCH SCREENS</b>	◦ 3 x Hatteland 19"
<b>VHF</b>	◦ 1 x Simrad RS90 with 3 slave units
<b>CELL DATA ROUTER</b>	◦ Pepwave MAX-TST-DUO-US-T - with 2 Antennas - AX50W
<b>AIS</b>	◦ Furuno FA-150
<b>CCTV</b>	◦ 4 Pelco Cameras, 2 PAL, 2 NTSC
<b>DEPTH SOUNDER</b>	◦ Furuno FE-700
<b>NAVTEX</b>	◦ Furuno NX-500
<b>RADARS</b>	◦ Furuno X-Band FR-2125 ◦ Furuno S-Band FR-2137S
<b>RUDDER INDICATOR</b>	◦ Jastram

## 10. DECK EQUIPMENT

<b>ANCHORS</b>	◦ 2 x Anchors – 1.3t each
<b>ANCHOR CHAINS</b>	◦ PT chain 5 shackles, STBD 6 shackles

<b>ANCHOR WINDLASS</b>	◦ 1 x Electric 220V DC
<b>CAPSTAN</b>	◦ 1 x Electric 220V DC
<b>STEERING PUMPS</b>	◦ 2 x Teco electric & Mach AEEB
<b>CRANE</b>	◦ 2 x Thringe & Titan SRW 10-22 Cranes – SWL 3 tons (depending on how they are rigged)

## 11. GALLEY & LAUNDRY EQUIPMENT

<b>BRIDGE DECK PANTRY</b>	◦ ◦ Fridge ◦ Avanti drinks fridge ◦ Fridge ◦ Cool-Tec Walk In ◦ Freezer ◦ Turbo Air MSF-23NM
<b>MAIN GALLEY</b>	◦ ◦ Oven ◦ Hobart EC02D-11 ◦ Microwave ◦ Panasonic NN-SD681S ◦ Dishwasher ◦ 2 x Hobart LX3011 ◦ Fridge ◦ Gorenjie R6164W ◦ Freezer
<b>CREW GALLEY &amp; MESS</b>	◦ ◦ Maytag RTT1700 ◦ Microwave ◦ Panasonic NN-SU686S ◦ Dishwasher ◦ Hobart LX3011
<b>LAUNDRY</b>	◦ 3 x Miele PT 6065 Plus LP washing machines ◦ 2 x Miele PT 7136 Plus dryers

## 1. SAFETY & FIRE PROTECTION

- Novec 1230 fire suppression in the Engine room
- Life rafts
- Fire extinguishers

## 2. TENDER & WATERSPORT EQUIPMENT

- 28ft Rayglass RIB with cabin - 1999
- 25ft Rayglass RIB with center consol - 2000
- 2 x 18ft Zodiacs MK5-HD. Standard tender (blue/black) - 1999

There are extensive tenders and toys including 2 x Protector ribs, Zodiac craft and more. Her highlight though is her

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helicopter pad where there is also the benefit of a re-fuelling system which allows her Eurocopter BC130 B4 helicopter (not included in the sales price) to give her unrivaled experience and view of the world.

## 1. COMMENTS

ITASCA was originally built in 1961 as an ocean-going tug by J&K Smit of the Netherlands. Known as THAMES III she was in commercial service until 1979. The conversion to a private yacht was undertaken by new owners, an American family, who renamed her "ITASCA". She is one of three built with only ITASCA still in existence.

Between 1982 and 1993 she cruised mainly on the west coast of Central and North America. In 1994 the same owners refitted and re-equipped ITASCA from bow to stern giving the accommodation a luxurious feel.

In 1994 she made history as the first motor yacht of her kind to complete a 23 day voyage from west to east through the Northwest Passage when owned by the former US Secretary of the Treasury, William E. Simon. Four months later ITASCA was plowing through the treacherous waters of "Drake's Passage" to Antarctica. During her time there she rounded Cape Horn three times. From Antarctica ITASCA set course for New Zealand and Polynesia.

In 12 months ITASCA had conquered the oceans at the top and bottom of the world and travelled 30,000 miles. Her hull is structurally reinforced and equipped to Lloyds highest standards for her encounters with polar ice making her a very safe boat to travel on.

With a vast range of 13,000 nautical miles powered by the option of two MAN's to a single screw, she has excellent back up and ship-like economical operation. Thoroughly well maintained, ITASCA is fully in class, Lloyds +100 A1 LMC and Charter compliant although she has only been enjoyed privately.

She has been around the world three times and been owned by three different families including the present owners who bought her in 2007. ITASCA has since been upgraded to include bow thrusters and stern thrusters.

ITASCA is a truly magnificent yacht, excellent at sea and capable of weathering the extremes. For people who really want an adventure and to explore our amazing planet, ITASCA has done it and will do it again in the utmost style which cannot be matched!

### **Disclaimer**


Specifications are provided for informational purposes only. Data was obtained from sources believed reliable but is not guaranteed by owner or brokers. Buyer assumes responsibility to verify all speeds, capacities, consumption's and other measurements contained herein and otherwise provided and agrees to instruct his agents to confirm such details prior to purchase. Vessels subject to prior sale, price and inventory changes and withdrawal from market without notice.

2\_profile ice

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3\_180712\_ITASCA\_Sun deck lounge\_Hi-1262-credit Quin BISSET

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4\_180712\_ITASCA\_Sun deck lounge\_Hi-1245-credit Quin BISSET

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5\_180712\_Sun deck lounge\_ITASCA\_Hi-1064-credit Quin BISSET

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6\_180712\_ITASCA\_Master stateroom\_Hi--credit Quin BISSET-2

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7\_180712\_ITASCA\_Owner's area\_Hi--credit Quin BISSET-3

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16\_ITASCA Complete Spec 30SEP15 VF\_Page\_09\_Image\_0001

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8\_180712\_ITASCA\_Hi\_Main deck living room\_0098-credit Quin BISSET

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9\_180712\_ITASCA\_Dining area\_Hi-0094-credit Quin BISSET

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10\_180712\_ITASCA\_Guest stateroom\_Hi-0039-credit Quin BISSET

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11\_180712\_ITASCA\_ITASCA\_Guests Bathroom\_Hi-0035-credit Quin BISSET

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12\_180712\_ITASCA\_Guest stateroom\_Hi--credit Quin BISSET

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13\_180712\_ITASCA\_Guests Bathroom\_Hi-1405-credit Quin BISSET

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14\_180712\_ITASCA\_Guest stateroom\_Hi-0058-credit Quin BISSET

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15\_180712\_ITASCA\_Guests Bathroom\_Hi-0026-credit Quin BISSET

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17\_ITASCA Complete Spec 30SEP15 VF\_Page\_15\_Image\_0002

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18\_ITASCA Complete Spec 30SEP15 VF\_Page\_17\_Image\_0001

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19\_180712\_ITASCA\_Gym\_Hi-1039-credit Quin BISSET

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20\_180712\_ITASCA\_Sauna\_Hi-0067-credit Quin BISSET

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21\_180712\_ITASCA\_Galley\_Hi-1281-credit Quin BISSET

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22\_180712\_ITASCA\_Engine room\_Hi-1309-credit Quin BISSET

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23\_180712\_ITASCA\_Engine room\_Hi-1331-credit Quin BISSET

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24\_180712\_ITASCA\_Wheelhouse\_Hi-1292-credit Quin BISSET

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25\_ITASCA\_Hi-0026-credit Quin BISSET-2\_HR

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26\_180712\_ITASCA\_Top deck\_Lo\_Hi-0965-credit Quin BISSET

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27\_180712\_ITASCA\_Top deck\_Lo\_Hi-0964-credit Quin BISSET

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28\_180712\_ITASCA\_Sun deck aft seating\_Hi-0531-credit Quin BISSET

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29\_180712\_ITASCA\_Sun deck exterior aft dining\_Hi-0538-credit Quin BISSET

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30\_180712\_ITASCA\_Bow\_Hi-0483-credit Quin BISSET

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31\_180712\_ITASCA\_Bow\_Hi-0037-credit Quin BISSET

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32\_180712\_ITASCA\_Exterior aft\_Hi-0300-credit Quin BISSET

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34\_Svalbard (99)

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35\_21 aug 003

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36\_180712\_ITASCA\_ITASCA\_Port side\_Hi-0490-credit Quin BISSET

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37\_ITASCA\_Hi-0222-credit Quin BISSET\_HR

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38\_ITASCA\_Hi-0316-credit Quin BISSET\_HR

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39\_ITASCA\_Hi-0331-credit Quin BISSET\_HR\_C

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40\_180712\_ITASCA\_Hi-09357-credit Quin BISSET

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25\_ITASCA\_Hi-0026-credit Quin BISSET-2\_HR

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33\_Itasca

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36\_180712\_ITASCA\_ITASCA\_Port side\_Hi-0490-credit Quin BISSET

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37\_ITASCA\_Hi-0222-credit Quin BISSET\_HR

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38\_ITASCA\_Hi-0316-credit Quin BISSET\_HR

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39\_ITASCA\_Hi-0331-credit Quin BISSET\_HR\_C

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40\_180712\_ITASCA\_Hi-09357-credit Quin BISSET

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41\_GA ITASCA  
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