

## Impetus



### 95' (28.96m) INACE

<b>LOA:</b>	95' (28.96m)	<b>Year:</b>	2005
<b>Beam:</b>	24' (7.32m)	<b>Builder:</b>	INACE
<b>Draft:</b>	7' 8" (2.34m)	<b>Type:</b>	Motor Yacht Expedition or Explorer
<b>Speed:</b>	10 Knots 13 Knots	<b>Price:</b>	\$5,950,000 USD
<b>Location:</b>	Florida United States		

### Additional Specifications For Impetus:

<b>LOA:</b>	95' (28.96m)	<b>Delivery/Model</b>	2005
<b>Beam:</b>	24' (7.32m)	<b>Year:</b>	
<b>Max Draft:</b>	7' 8" (2.34m)	<b>Year Built:</b>	2005
<b>Hull Material:</b>	Steel	<b>Builder:</b>	INACE
<b>Hull Config:</b>	Displacement w/ Bulbous Bow	<b>Model:</b>	Explorer
<b>Hull Designer:</b>	Bray	<b>Type:</b>	Motor Yacht Expedition or Explorer
<b>Deck Material:</b>	Teak and Steel	<b>Engines:</b>	450 HP, Twin, Inboard, Diesel, Caterpillar, 3406E DITA A rated 1800 rpm, 9000hrs / 9000hrs
<b>Deck Material:</b>	Aluminum	<b>Staterooms:</b>	4
<b>Tonnage:</b>	186.00	<b>Sleeps:</b>	8
<b>Range At Cruise:</b>	6500	<b>Heads:</b>	7
<b>Speed:</b>	Cruising 10 Knots Max 13 Knots	<b>Crew Quarters:</b>	2
<b>Int Designer:</b>	Kirschstein Design	<b>Crew Berths:</b>	3
<b>Ext Designer:</b>	Kirschstein Design	<b>Captain Cabin:</b>	Yes
<b>Fuel Capacity:</b>	13800 Gal	<b>Classifications:</b>	American Bureau of Shipping
<b>Water Capacity:</b>	3000 Gal	<b>MCA:</b>	Yes
<b>Holding Tank:</b>	1000 Gal	<b>ISM:</b>	Unknown
<b>Flag:</b>	Cayman Island		
<b>Location:</b>	Florida, United States		
<b>Price:</b>	\$5,950,000 USD		

## Remarks

### **NOT FOR SALE TO US CITIZENS WHILE IN US WATERS**

A Top 5 International Superyacht Design Award winner, "Impetus" was custom built for a very knowledgeable owner and is the finest example of the 95' Inace Explorer built to date. She had a demanding design specification with extensive custom details in the layout and storage and only top quality equipment and systems were used throughout the vessel. .

"Impetus" has the room and feel of a much larger vessel. Her hull and bulb design were done by Bray Yacht Design and tank tested for efficiency and sea kindliness. The 80,000+ nm she has cruised to date have proven the outstanding results of the tank tests.

She can accommodate 8 owners/guests in 4 staterooms when the skylounge is in VIP Stateroom mode and 3 crew in the 2 crew quarters. Her large sky lounge has the versatility to be used as a 4th queen VIP stateroom, an office, workout area or home theater. The custom cherry interior was designed by *Kirschstein Design* and features arched doors and extensive use of burl wood inlays and exotic horn details. The flybridge is massive and has a full size hot tub, large gas BBQ, wet bar with U-line ice maker, refrigerator, large dining table and very comfortable forward navigation seating.

"Impetus" was designed and built to be highly reliable, comfortable and low maintenance. Extensive use of stainless steel, granite and other design elements creates a yacht feel while reducing man hours in brightwork and other non-essential upkeep. She is fully equipped for world cruising with an extensive navigation system, a huge amount of storage and room for lots of toys including a Mini Cooper.

"Impetus" is a proven Explorer with several trans-Atlantic crossings, trips to Alaska and a rounding of the horn of South America. She was built to ABS and MCA class and is current in both classes. "Impetus" is a one owner vessel and has never been chartered.

### **Hull Structure**

Keel: 3/4" x 10" full length

Stems: 3/4 x 10" Floors: 1/4" plate Skeg: sides 5/16 cross section 5/16" bottom 1/2" Bottom Plating: 5/16" plate, up to the chines

Side Transom Plating: 1/4"

Main Deck Plating: 1/4" plate

Bulkhead Plating: 1/4" plate and 3/16" where corrugated

Tank Top Plating: 5/16"

Transverse Frames Deck: 3"x 3" x 5/16"

Side: 3" x 3"x 5/16"

Deck Griners: 3"x 3" 5/16" beams

Bulwark Cap Plate: 2 1/2" stainless steel pipe

**NOTE: Exterior of hull to waterline and bulwarks are zinc coated.**

### **HULL SUBDIVISION**

1. Fuel Oil Tanks

2. Guest Stateroom Compartment

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3. Master stateroom Compartment
4. Forepeak
5. Engine Room
6. Steering Gear Compartment
7. Fresh Water Tanks/forepeak
8. Bow thruster Compartment

## **Engine Room**

### **MAIN ENGINES**

Two (2) Caterpillar engine models 3406 DITA, 450 BHP @ 1,800 RPM, 24V electric start. Each engine has a Racor fuel filter, Mod. 75-900 MA dual filter. 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 batteries. The main engines start batteries can be paralleled between main engines or generators. The main engine starting banks can be charged via a charger or an alternator. The engines have the deep crank case oil pans which allow for oil changes every 400 hours and are easily accessible from all sides.

Impetus has had oil analyses run on every oil change from launch and has always been serviced by Caterpillar; she is fully up to date on all service requirements.

The main engines have 9000 hours each, and the vessel has done 80,000 nm approximately.

Total gal burned for both engines and one generator:

8.5 knots = 12 gph @ 1150 RPM

10 knots = 20 gph @ 1450 RPM

Total gal of fuel burned per engine for a total average for both engines per hour of 13.6 gal.

There is a .75 knot increase in speed when the stabilizers are not in operation. The stabilizers have been operated for a fraction of total hours underway, demonstrating Impetus' inherent sea worthiness and comfort at sea.

### **TRANSMISSIONS AND RUNNING GEAR**

Twin Disc Quickshift MGX 5114 DC reduction gears with a 3:50:1 ratio connected to 4" stainless shafts with 5 blade propellers.

There are manual shaft breaks on each shaft. The quick shift allows for excellent low speed control and smooth shifting with no vibration.

### **MAIN ENGINE CONTROL SYSTEM:**

Kobelt control system with stations in the wheelhouse and fly bridge. There are shift controls on the Kobelt SPA 10590 remote walk around with plug in stations on foredeck, wheelhouse and aft deck which allows you to control from either wing station, on the aft deck, on the foredeck and from the crow's nest. The remote control also has helm control, bow and stern thruster controls. The length of cord will allow you to move along either wing station and to even control the boat from the dock when stern to. This is very handy in the Mediterranean when other vessels are leaving and pulling anchors. There are two remote controls, one with a long cord and one with a short cord. There is a direct manual control takeovers in the engine room. Main engines are 3406E, A rated with deep sumps for 400 hr oil changes and are are 30,000 hr before rebuild.

### **GENERATORS**

Two (2) Caterpillar 40 kw gen sets with sound shields, 24 volt starter and vibration mounts. Each gen set has 1 Racor fuel filter, model 900. This uses the same filter cartridge as the main engines. The filter has a vacuum gauge. The filters have drip trays under them for ease of cleaning and are easily seen during engine room inspections. Each gen set has its own starting bank consisting of 2 8D batteries. The gen set start batteries can be paralleled to gen or main engines. The generators banks can be charged via a charger or alternator.

The gen sets are easily accessible from all sides.

The generators have the deep oil sump option.

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## **MAIN ELECTRICAL PANEL AND SYSTEM**

240/120 Volt 60 cycle 3 phase system.

The panel is fed by 2x 100 amp shore cords with Glendinning system and two Cat generators

The shore power is fed through a 40 KVA Atlas power conversion system.

The main panel is a split buss system which allows you to run the ship off one or two cords, one or two gen sets or a combination of them. The generators are sized so that one set can run the vessel under normal use. There is a ground monitoring system integrated into the panel.

The system is backed up by a Xantrex Trace 4000 inverter system which is fed from a 10 8D battery bank (house system). The bank can be charged via the inverter or the main engines. The inverter feeds a selection of house services including all of the refrigerators and freezers on the vessel, selected lights and power outlets through out the vessel. The inverter allows you to go dead ship for over 72 hours giving you the ability to shut down all systems when at anchor or dock and leave the vessel for shore excursions secure in the knowledge that basic systems are operating and all food is being kept to temperature. Should you lose gen power while at sea you have a extended amount of time to bring systems back on line while still operating on selected AC power systems.

The DC panel is separate from the AC panels.

All pump controls are remote located in their own control panels.

## **FUEL SYSTEM**

An Alfa Laval Model MIB 303 fuel cleaner is integrated into the fuel transfer system and mounted on a drip tray. All fuel can be transferred through the Alfa Laval from and to all tanks. The Alfa Laval system can be set up on long trips to draw fuel from the two main tanks (4500 gal each) to feed the day tank, the day tank will then overflow back to the main tanks to create a continually circulating system of clean fuel and assures you that your day tank is always cool and full. The day tank holds 1000 gals and will supply fuel for 44 hours at a cruising speed of 10 knots. This allows you to transfer fuel every 24 hours and still have a 20 hours in reserve. The Day tank is set between the main fuel tanks and surrounded by fuel on 3 sides. The fuel in the larger tanks acts as a heat sink to help keep the fuel in the day tank cool and at a constant temperature for maximum efficiency of the engines. The fuel transfer value system is easy to use and there is a tray mounted above it for storage of small items.

There is a total of 5 fuel tanks which include: two main tanks and a day tank in the engine room and also a mid tank and a forward tank. Fuel can be transferred using a 120 volt high speed pump @ 68 gpm, the Alfa Laval or a 24 volt back up pump @15 gpm. The vessel can receive fuel from a truck at over 80 gpm.

Tanks are as follows:

Forward tank 1500 gal

Midships tank 2200 gal

Port main tank 4500 gal

Stb main tank 4500 gal

Day tank 1000 gal

All fuel tanks have two ways of reading them: manually via a sight tube or pull tape, or via the integrated tank monitoring system. There are no hoses used in this system other than for vibration isolation.

## **SEA CHESTS AND SEA WATER SYSTEM**

There are two sea chests consisting of two 6" steel pipes, the tops of which are above the waterline and transparent for ease of inspection. There is a 6' CuNi cross over pipe that is fed from both or either of the stand pipes. The stand pipes can be isolated from the cross over pipe. The vents for the stand pipes lead up to the main deck level; they do not discharge back into the engine room. Each stand pipe has a compressed air blow down and the top can be removed underway to clean the primary filter in each pipe. There is also a grate on the outside of the vessel that can be removed for cleaning. All raw water consumers have their own secondary filters located near the equipment. The stand pipes are sized that each one can supply the full needs of the vessel with 30% blockage. All sea water piping is CuNi other than hoses used for vibration separation. All piping is welded and flanged. There are no hoses used in this system other than for vibration isolation.

## **BILGE AND FIRE SYSTEM**

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There are two independent bilge and fire systems that are cross linked to act as backups, each system has a 120vt 5 hp pump and a 24vt light de-watering system. The 120vt bilge system has pickups in each of the watertight compartments. The systems piping is copper with PVC foot valves. There are high water alarms by each of the pick ups.

The system can be fresh water flushed after periodic testing. There are no hoses used in this system other than for vibration isolation.

There are fire hydrant stations located in the engine room and on the deck per class requirements

### **BLACK AND GRAY WATER SYSTEM**

Black water system: 600 gal tank

All heads in the vessel are Head Hunter. The system is plumbed with sch 40 pvc 1 1/2" pipe to assure that over the life of the vessel no odors can emanate from the piping. A white sanitary rubber hose is only used to make the connection between the pipe and the head. The discharge pump is a 230vt diaphragm pump, the pump is interlinked to an identical black water pump as a back up. The pumps are located on the engine room deck and located to be easily serviceable. The tank can be discharged overboard or through a deck fitting. The tank has a wash out system integrated into it allowing for it be maintained to a high level without frequent openings. The heads are fed by twin fresh water pumps from the portable water system. There are P traps on all lines leading into the tank.

### **GRAY WATER SYSTEM: 400 Gal tank**

All lavatories, showers and tubs gravity feed to the gray water tank via schedule 40 PVC ,1 1/2" pipe. The galley sink with garbage disposal can be directed directly over board or to the tank. The tank is discarded via a diaphragm pump. The pump is inter linked with the black water pump, it is discharged below the water line. There are P traps on all lines leading into the tank. There are no hoses used in this system other than for vibration isolation.

### **LUBE OIL SYSTEM CLEAN AND DIRTY**

The system consists of two (2) 120 gal tanks integrated into the hull. The system has a two (2) Overdorfer 24v pumps, one each for the clean oil system and dirty oil system. The system can drain and fill the main engines.

### **CHILLED WATER AIR CONDITIONING SYSTEM**

Aqua Air Alpha Series with 3, 4 ton capacity chillers with Temp wise 2000 controllers in each room. **No** fan coil units are mounted in overheads. All units are deck mounted in individual secondary drip pans that cover the entire area of the unit. Both the standard and the secondary drip pan drain lines discharge into the gray water tank, There is an air handler in the engine room. **NO** fan coils drain into the bilges. The main chiller unit in the engine room is also mounted on a secondary drip pan. There are no hoses used in this system other than for vibration isolation.

There is a back up raw water feed pump plumbed into the system.

### **FRESH WATER SYSTEM:**

1 FCI MaxQ 90 gal per hour water maker with UV light, back flush system, sand and gravel media filter and plankton filter.

The media filter and plankton filter can be used in conjunction or individually.

1 CRO 70 gal per hour water maker

All parts between the two water makers are interchangeable.

1 fresh water pump 220 volt 80 psi with 36 gal pressure tank.

1 fresh water pump 120 volt 60 psi which will run off the inverter. The pumps are set up so that the second pump will come on when the pressure drops below the first pump's operating range.

2 x 50 gal hot water tanks

There is a secondary drinking water filter in the galley and bar sink

There are fresh water outlets on foredeck, boat deck, aft deck and fly bridge deck

The fresh water tanks can be monitored either via sight glasses or the integrated tank monitoring system. Each tank can be isolated. There is an extensive filtration system with 2 black light sterilizers one on the input and one on the output, the system filters down to as low as 2 microns and there is an auto back flushing system.

### **COMPRESSED AIR SYSTEM**

The system consists of a 1/3 hp compressor with 2.5 gal reserve tank. The system feeds are via copper tubing to the air horns, engine room and the boat deck.

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## **ENGINE ROOM AIR INTAKE AND EXHAUST**

Both the intake and exhaust fans are variable speed and reversing. The intake and exhaust vents are located at the top back of the stacks above the arch on the fly bridge deck.

## **STEERING SYSTEM**

The steering system manufactured by KOBELT has twin over sized pumps and twin over sized rams. There is also a manual back up pump with wheel located in the wheelhouse.

There are no hoses used in this system other than for vibration isolation.

The steering rams can be isolated by valves, in the event of a failure one ram can operate the system.

## **BOW AND STERN THRUSTER**

The bow thruster is 85hp in a 16" tube and the stern thruster is 35hp. The thrusters are driven off the 2x hydraulic pumps mounted on the transmissions. The system is sized so that it will provide full power to the bow thruster and stern thruster at idle.

The bow and stern thrusters can be controlled at the wheelhouse helm, flybridge helm, remote plug in SPA 10590 control station for port and starboard wing stations and at the stern plug in control station.

The system also feeds the Quantum Marine integrated power management system and feeds the Quantum Maglift stabilizers, crane and windlasses. There is also a 220v AC hydraulic pump that feeds the Quantum power system.

## **FIRE EXTINGUISHING SYSTEM**

The system is Kidde-Fenwal automatic system with Audible and visual alarm located in the engine room and bridge. There is a manual release on the aft deck. The system shuts down the air and fuel system. The system is class and US Coast Guard compliant. There is a 220v AC Fire pump that is backed up by the AC bilge system. The fire pump provides water to fire stations in the engine room and on the main deck port and stb. The hoses are sized to cover all areas of the vessel. There are 25 portable fire extinguishers throughout the vessel as required by class. There is a separate emergency diesel fire/bilge pump located on the boat deck.

## **SOUND CONTROL**

A great deal of attention was paid to the sound and vibration control.

The engine room has a number of sound control systems and design features in place. The forward bulkhead between the engine room and the master cabin is a dual bulkhead creating a 1m deep fuel tank system. This provides double sound bulkheads and the fuel acts as a sound deterrent.

All steel in the engine room except the bilge is coated with "Dum dum" a vibration, sound and moisture barrier. A lead foam insulation was then installed and followed by an aluminum sound barrier finish. Above the engine room on the saloon sole there is another layer of "Dum dum" and then a sheet of lead glued to it then foam and carpet.

The master stateroom aft bulkhead also has a lead foam barrier.

The main engines and all reciprocating equipment are soft mounted, pumps are soft mounted in catch trays which are again soft mounted. There are flexible connections between the equipment and fixed piping.

## **LAZARETTE**

The lazarette is aft of the engine room and can be accessed via the engine room or a deck hatch.

There is an additional washing machine and extensive storage

Glendening cable master system

The main steering pumps are located here and have short runs to the dual rams. Each of the rams can be valved off. In case of a failure, the system can be run on one ram.

There are lift points above the rudder posts which extend above the waterline allowing you to remove the rudders in the water. The rudders are offset so the shafts can be removed without dropping the rudders. There are lift points on the hull above the propellers to assist in removal and replacement in the water.

There is a spin washer for engine room rags.

## **SPARE PARTS**

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Impetus is fully equipped with spares for long distance cruising. There are extensive spare parts of equipment, main engines and gen sets aboard.

## **WORK BENCH, TOOLS AND OTHER FEATURES**

There is a work bench with fresh water sink located between the generators. The bench can swing out of the way to allow full access to the port gen set.

There are extensive tools located in tool chests in the engine room.

There are full operational manuals for all of the equipment and procedures.

All major equipment has lift point mounted above them for full service and rebuild in place. The engine room door from the deck is over-sized to allow all major equipment can be removed via the stairway.

## **Deck Equipment**

### **FORE DECK**

#### **Windlasses and Ground tackle**

2x Muir 6000 hydraulic windlasses

One 440 lb CQR type anchor

One 550 lb navy style anchor

Each anchor has 450' of 5/8 stud link high test chain

There are stainless chain slap guards on the deck with integrated drains and a stainless rub guard on the stem.

The CQR runs centerline forward on the main deck and clears the bulb when dropped or retrieved under normal conditions. The Navy anchor is mounted in an anchor pocket on the port side with the chain running through a 6" stainless tube. Both anchors work well in a broad spectrum of bottoms. This system gives you the choice to pick the best anchor for the bottom as your primary holder. The fact that one anchor is running off the vessel from a higher position also means there is less of a chance of the chains rapping. The higher CQR is also much easier to run a snubbing line to.

There are 2 x port and stb large stainless cleats with two stainless line guides per side.

Both anchors have an integrated fresh water wash down system. The chains are self stacking, the spurling tube is stainless and bell shaped and there is a minimum of 2' drop between the deck and the chain. There is easy access to the chain lockers from the forward crew quarters.

The anchors can be controlled by deck switches, a plug in remote control on fore deck or from the wheelhouse.

There is a forward mast with enclosed steps that lead to a crows nest. The mast can be lowered using the crane to facilitate hauling using a travel lift. The mast holds navigation lights and flood lights to illuminate the foredeck and the boat deck. There is a dedicated anchor handling light in the the bell support. There is a large 3000 pound Marquip crane with extended reach for off loading the Mini Cooper on center line. There are stairs on the Stb side that lead down to the large boat deck. The deck is painted non-skid for safety and easy of up keep. There is a raised toe rail around the foredeck capped with a polished stainless pipe. The stainless hand rail is set inside of the toe rail which allows the toe rail to act as a rub rail without affecting the hand rail.

## **BOAT DECK**

The boat is is 19'6" on center line and 22'9" wide on the inside of the bulwarks.

On the forward bulkhead there are two removable aluminum deck boxes and center line there is the main access to the crew quarters. There are three large round portlights 1 each in the captain's cabin, crew cabin and crew lounge. To port and stb are stainless fender racks. There are port and stb gates with ladder connections for easy dock or tender access when loading or unloading. There 2 stainless bars for hanging lines and other items.

On the port side is a 17'6" Flexboat tender with 115 hp Yamaha outboard. To stb is the location where the Mini Cooper can be carried on board. The Mini Cooper has a custom designed lifting and securing system. When the Mini is not on board, there is a 15' 6" Flexboat with 60 hp Yamaha on stb.

There are hold points located on the forward bulwarks and the front of the Portuguese bridge to rig a a full size awning to cover the boat deck. It can either run over the boom of the crane or the crane can be used to "tent" it. This creates a vast shaded area for servicing tenders and toys or just as another lounge or party area.

To port aft in front of the house is an "at sea" pet rest area with stainless bed, stainless rim, large over size drain that leads directly

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over board. There is a fresh water outlet and a compressed air outlet directly above it.

There are four deck prisms port and stb of center line aft that provide natural light into the "hers" tub/shower and "his" shower. The deck is painted non-skid for safety and easy upkeep. The covered side decks have teak over steel. There are two over sized cleats port and stb. The aft cleat is dead amidships for ease of use when maneuvering to the dock. There is a center line escape hatch from the lower guest cabin corridor.

### **Audio & Visual Equipment**

Entertainment systems:

Dedicated Bose system and pop up TV in sky lounge

Sony integrated system with 4 inputs servicing all other zones of the boat except wheelhouse and sky lounge

Wheelhouse has DVD with radio, sat radio, Ipad and Iphone connection, can play movies on the the VEI display

TVs in Main saloon, sky lounge, guest cabins and crew quarters. Each crew bunk has its own TV.

### **Electronics wheelhouse equipment**

Auto drop anchor controls with chain counter

Simrad A1770 AIS

Furuno GP9 GPS

Simrad AP50 Auto pilot integrated into the bow and stern thrusters

Quantum thruster controls for 85 hp bow and 35 hp stern

Kobelvt main engine controls, remote walk around control with engine, rudder, bow and stern thruster with long cord to reach either wing station, side and Portuguese bridge. Additional locations on bow and stern deck. There are two control heads.

Non follow up joystick steering control

Commercial balanced compass

3x VEI screens, information can be displayed on all screens

2x VEI marine computers each with mirrored hard drives

Furuno 2127 120 mile radar, plotter can be over laid

Furuno 1953 72 mile radar, plotter can be over laid

Cameras, 6 all color, all zoom, 3 pan and tilt

Raymarine 3T 60 multi function displays, also in Owner's cabin, Captain's cabin, aft deck and Laz steering zone.

Quantum Marine zero speed Maglift stabilizer controls, stabilizers

Deck light controls for all areas

FCI watermaker control panel

Atlas power conversion control panel

Zantrec 4000 inverter control panel (provides 72 hours of operation)

Wiper controls

Icom MB02 single side band

Icom M602 VHF

Icom M02 VHF with DSC

All radios have remote mikes mounted on lower dash

Furuno Sat com SC50

Mini C- with SSAS

Iridium sat phone, linked into the ships phone system

Navigation system is Nobeltec x 2 with chip option and over lay option

SSAS system can auto send emails of ships position to DPA at select able times

Full bilge, Nav lights and alarm system per class

ACR spot light

Rudder indicator

Cat engine monitors x 2

Horn control with auto fog

Flybridge helm station

Cat monitors x 2

Raymarine repeaters x2

Furuno Navnet

Joy stick

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Spot light control  
Horn  
Kobelt engine control  
Main engine start and stop

### **Accommodations and Deck area**

Boarding off either one of the 6 boarding gates on the main deck, stern passarelle or off the swim deck you can enter the main salon from the comfortable aft deck. Note that there are two boarding gates on the back of the bridge deck for use at high docks. The aft deck has a large settee and granite dining table that easily can accommodate 8 people. To stb forward is a ladder to the sky lounge deck, to port of that is a cabinet with refrigerator, stb next to the salon entry doors is a cabinet with sink and on the far port side is the main engine room entry door.

Entering the main salon via the twin wood clad water tight doors you are immediately struck by the style and elegance of the interior of Impetus. Alabaster sconces mounted on satin finish natural American cherry wood accented by burl wood and horn inlays create a elegant but comfortable ambiance. There is a tiled granite stepping area as you enter the saloon that elements of the interior but also is practical when taking into account wet feet and doorway rugs. All outside doors have non absorbent deck areas on the inside.

To stb is the full service wet bar with select granite top and granite floor, hidden behind the bar behind matching wood panels is the sound and fume proof underway entrance door to the engine room. This door allows for safe access in any sea conditions or in case of an exterior threat.

Forward of the bar area is a comfortable settee with coffee table that holds a hidden seat. Center line forward of that is the entertainment area and storage lockers.

To port is the large dining table that features elements of all the different woods found in the boat. This table fits 8 for comfortable dining. There is extensive storage under the settee and in book shelves and lockers around the salon. Forward of the dining area is the galley with a day bar that can be open or closed off.

The galley was created by a gourmet chef to her specific requirements and features a fresh herb growing area with drain to exterior, deep double sinks with disposal, two refrigerator freezers , steam oven, high volatility extraction fans, high temp cook top, pullout pantry and extensive other equipment and storage.

Going forward from the salon you come to the main deck Foyer that features one of several wine fridges and custom glass storage. There is also a temperature controlled 500 bottle case storage area on the boat. Located in the Foyer is the day head, deck access, stairs up to the bridge deck and down to the accommodations deck.

The lower Foyer features a hand inlaid horn floor, the owners' washer and dryer and art display. Forward through the watertight door are the two guest cabins. To stb is the queen stateroom with desk, two large hanging lockers, a comfortable head finished in granite with a large granite shower.

To port is the twin guest cabin with matching head.  
Both staterooms feature glass tile accents and inlays.  
Forward centerline is the crew service access, which leads to the service and pump area, there are 2 water heaters, water pumps, washer and dryers and access to the upper forward crews quarters.  
Aft from the Foyer is the Master stateroom

The full beam master stateroom is similar to what you would find in a 120' vessel. It features his and her heads done in custom granite. The use of custom fabrics and wood details creates a rich comfortable environment conducive for extended time aboard. It has a full size King size bed, 2 x his and 2 x her hanging lockers, built-in drawers, settee and dressing table. There are alabaster sconces, inlaid wood and extensive book shelves.

The her head has a hot tub shower, bidet, extensive storage and custom granite work.  
His head features a granite lined shower and comfortable sink area.

There are repeaters for the navigation equipment, horn, flood light controls and radio plus a coffee zone and TV with surround

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**Impetus**

sound

The photos do a much better job of conveying the elegance and practicality of this stateroom than the writer is capable of.

Going up the stairs from the upper foyer going forward you come to the very well equipped and thought out wheelhouse. There are twin air adjustable helm chairs, the owner has positioned primary equipment to be easily reached from the helm chairs very much as you would find in his airplane. There is a comfortable settee with granite table and the settee is large enough to use as a day bed if needed.

Going aft from the wheelhouse you come to the large sky lounge. Note that the wheelhouse can be closed off as can the sky lounge for privacy and ease of night passage operations.

First coming into the sky lounge you will see the large head with full size shower. The sky lounge can convert into a VIP 4th stateroom by pulling out the queen sofa bed. There are hanging lockers and extensive storage and the sky lounge could easily be converted into a 2nd master stateroom. Besides the comfortable pullout leather couch there is a massage lounger, antique desk, pop up TV and surround sound system and bar area. The desk has a hidden computer and printer zone. Aft of the sky lounge is private aft deck with large double lounge chair, twin freezers in cabinet and access to the lower deck.

Going up from the wheelhouse stairs you come to the flybridge. The flybridge features a full helm, large dining table, two large bench seats sized for lounging, wet bar, large gas BBQ and comfortable hot tub. This is a space that you usually only find on vessels over 120'.

The crew's quarters are located forward off the large boat deck. Center line is a crew lounge with settee, TV, fridge, micro wave, coffee station and access to the lower service area. The captain's cabin is to stb with over-sized single bed, extensive storage and large head with enclosed shower. To port is the crew cabin with under and over bunks and matching head, forward of that is the crew garage and access to the chain lockers.

### **Appliances**

#### **Galley:**

Maytag Bottom Freezer Refrigerator

Maytag wide side by side Refrigerator

Thermador Electric Range & Oven

Zephyr Overhead exhaust fan

Miele Dishwasher

Insinkerator Hot water dispenser

#### **Foyer: Lower**

Miele washing machine Miele condenser dryer

#### **Crew Galley and service area:**

GE Advantium Speedcook Oven

Miele washing machine

Miele condenser dryer

#### **Flybridge:**

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U line Bar Fridge U line Icemaker DCS Propane Barbecue

**Wine Cooler:**

Custom Wine Cooler cool case wine storage can hold up to 500 wine bottles

**Pilothouse**

Impetus's pilothouse is very well thought out with excellent storage for charts, service manuals and books. The large settee is sized to be able to be used as a pilot berth if needed. There is excellent visibility from the settee or the two helm chairs. There is extensive back up on all key equipment and easy access to the wing stations and fly bridge. There are extensive operational manuals and inventory lists.

**2024 Remarks**

Recent upgrades and work:

- ABS and MCA inspections just finished
- New main breakers
- Most of the ceiling and wall panels replaced
- Most light switches replaced.
- Service on main engines done

**Main Salon**



**Main Salon**



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**Main Salon**



**Main Salon**



**Galley**



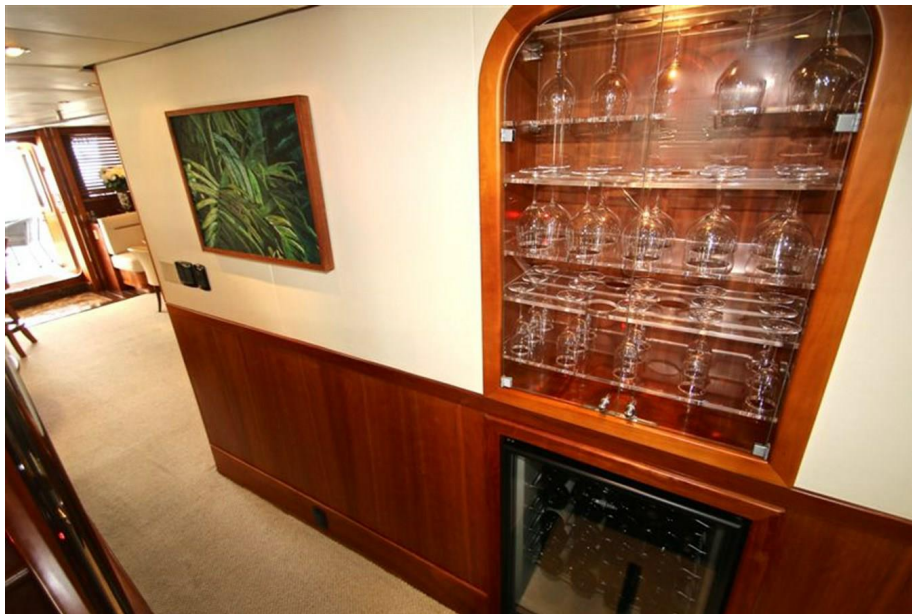
**Galley**



**Galley**



**Main Foyer**



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**Main Foyer**



**Main Foyer**



**Main Foyer**



**Main Foyer Dayhead**



**Lower Foyer**



**Lower Foyer**



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**Impetus**

**Master Stateroom**



**Master Stateroom**



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**Master Stateroom**



**Master Stateroom**



**His Head**



**His Head**



**Her Head**



**Her Head**



**Her Head**



**Port Twin Stateroom**





**Port Twin Stateroom**



**Port Twin Stateroom Head**



**Port Twin Stateroom Head**



**Starboard Queen Stateroom**



**Starboard Queen Stateroom**



**Starboard Queen Head**



**Skylounge**



**Skylounge**



**Skylounge**



**Skylounge**



**Skylounge Head**



**Skylounge Head**



**Skylounge stairway**



**Skylounge Aft**



**Bridge**



**Bridge**



---

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**Bridge**



**Bridge**



## Bridge



## Flybridge



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**Flybridge**



**Flybridge**



## Flybridge



## Flybridge Navigation Equipment



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**Crews Quarters**



**Crews Quarters Head**



**Crews Quarters Dining**



**Crews Quarters**



**Aft Deck**



**Aft Deck**



**Aft Deck**



**Boat Deck**





**Boat Deck**



**Boat Deck**



**Bow**



**Bow**



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**Engine Room**



**Engine Room**



**Engine Room**



**Engine Room**



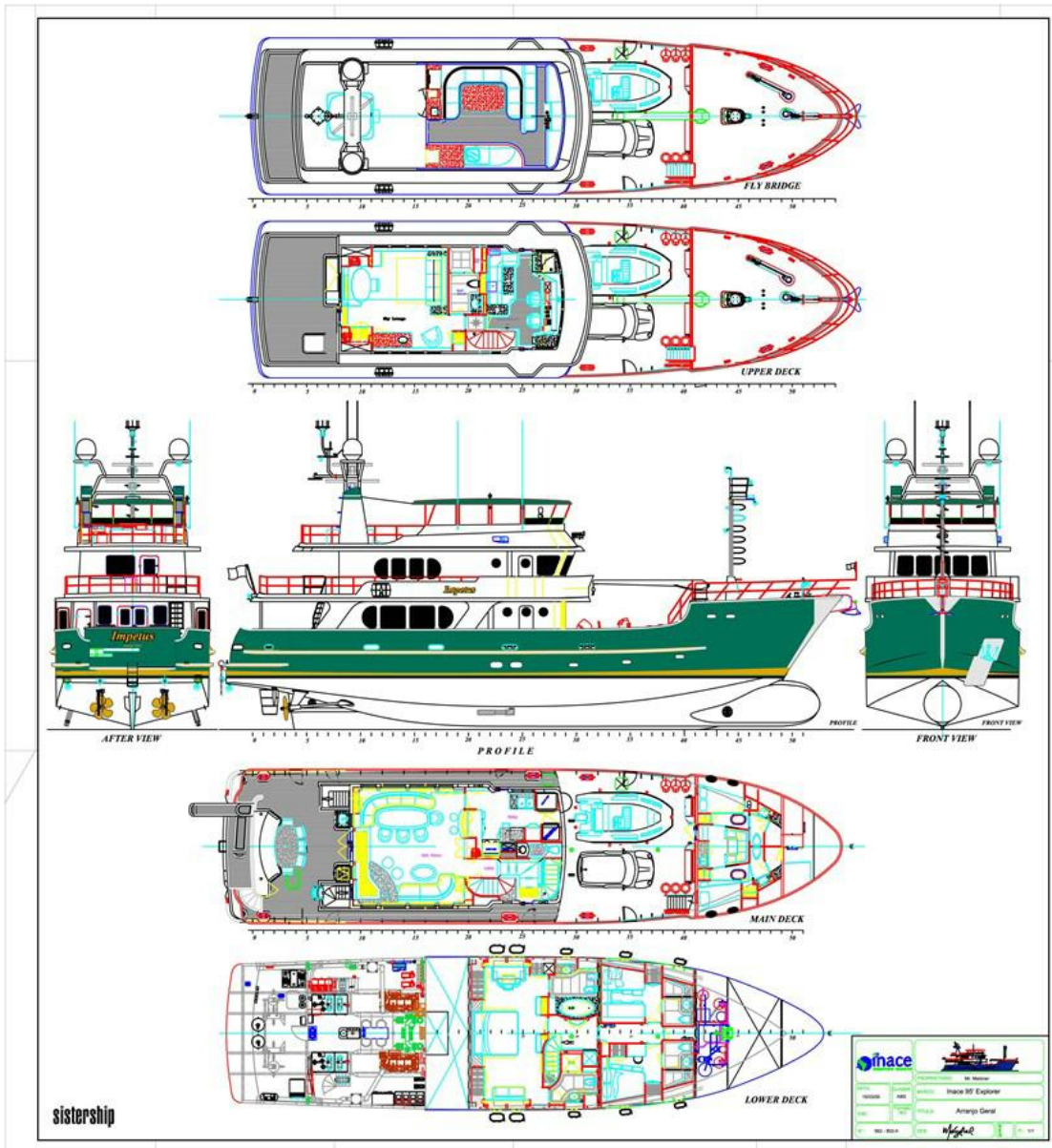
**Mini Cooper being unloaded**



**Mini Cooper being unloaded**



# Layout



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