

112 ft 1994 Royal Huisman 112' Custom, Billy Budd II

€1,700,000 (US\$2,007,428)

Genoa, Italy



Boat Details

Make:	Royal Huisman	Class:	Racer/Cruiser	Crew Cabins:	2
Model:	112' Custom	Hull Material:	Aluminum	Guest Heads:	3
Year:	1994	Beam:	23 ft 6 in	Crew Heads:	2
Price:	€1,700,000 (US\$2,007,428)	Name:	Billy Budd II	Max Speed:	12 kn
Condition:	Used	Guest Cabins:	3	Max Draft:	12 ft 8 in



Kevin Dailey | Kevin Dailey Yacht Brokerage

31 Parkhill Avenue, Norwalk, Connecticut, United States

Tel: **+1 (203) 434-6060**

kevin@kdyachtbrokerage.com

Description

When you look through this listing you are looking for one overall answer.... does this yacht have the capabilities to do what satisfying my dreams requires! If your dream is to own one of the highest pedigree sailing yachts ever built, if you wish to sail and explore the South Pacific, if you wish to cruise the Cote d'Azur or the Greek Islands, if you want to race in a super yacht regatta, or if you are really ambitious, to do high latitude sailing in the Arctic or Antarctic, than the answer is very simple... YES, it does, and she is ready to go!

Billy Budd II was built as Saudade of Hamilton and was envisioned by the man who commissioned the design and build as a super comfortable, extremely seaworthy, world-wide performance cruiser that could also be "gentleman" raced from time to time.

Information & Features

Scania Turbo Diesel (Engine 1)

Engine Type: **Inboard**
Engine Hours: **8500**
Power: **430 hp**

Dimensions

LOA: **112 ft 4 in** Max Draft: **12 ft 8 in**
Beam: **23 ft 6 in** Gross Tonnage: **113**
Min Draft: **12 ft 8 in**

Speed

Cruising Speed: **9 kn**
Max Speed: **12 kn**
Range: **3500 nmi**

Seating

Liferaft Capacity: **2**

Accommodations

Guest Cabins: **3** Crew Heads: **2**
Crew Cabins: **2**
Guest Heads: **3**

Other

Hull Shape: **Displacement** Builder: **Royal Huisman**
Flag Of Registry: **United Kingdom**
Designer: **Judel/Vrolijk**

Billy Budd II

General:

Built: 1994

Builder: Royal Huisman

Hull and Deck design: Judel Vrolijk & Company

Interior Design: Pieter Beelsnijder Design

Class: RINA

LOA: 34.5m 112'4"

Beam: 7.16m 23' 6"

Draft: 3.86m 12' 8"

Gross Tonnage: 113GT

Construction: Aluminum

Type: Fast Cruising and Maxi Yacht Racer

Accommodations - guests: 8 in 3 cabins

Crew: up to 5 in 2 cabins

Location: Genoa, Italy

Flag: British

Judel/Vrolijk Design, one of the premier yacht design companies in the world, penned the hull and deck lines to hit those targets. Billy Budd II has timeless lines that will never go out of style, much like a beautiful Ferrari. Their trademark skill is performance with grace. While many yacht designers chase rules or loopholes, Judel/Vrolijk knows how to combine a balanced sailplan with smooth and powerful hull lines, achieving speed with minimal effort of the crew.

Billy Budd II was built by Royal Huisman, arguably the finest builder of alloy yachts anywhere in the world! They are renowned for their robust construction, extremely well thought out systems, and unrivaled craftsmanship. People talk about the "Gold Standard" when talking about the best there is. Royal Huisman is pretty much the "Platinum Standard" in the boat/yacht building world.

The current owner knew all about Judel/Vrolijk and Royal Huisman when she purchased the vessel to be her "dream machine" which would take her to many faraway places and exotic journeys. Since built, she has gone north and south towards the Poles, to the South Pacific, the Mediterranean, the Caribbean and so much more. The current owner put Billy Budd through a major refit in 2010 to prepare the boat for high latitude sailing. The in-boom furling was replaced with a traditional boom and mainsail allowing for quicker dousing and better reefing in anticipation of greater extremes of weather than one would encounter in the usual cruising areas. She also adapted the vessel with more efficient heating and cooling, that benefits the comfort in both warm and cold climates.

Without doubt, Billy Budd II is fully capable of transporting the owner, guests, and crew, safely to just about any spot on the globe that you can get to by water. Not only safely, but in comfort and in style!

One of the most special aspects of Billy Budd II, which is extremely rare these days in modern yachts, is the ability to bring in fresh air in to almost every space on the vessel. While hull windows are becoming more commonplace, Billy Budd II has them in abundance, and they all OPEN! So not only do you get outside light, but you get cross ventilation! Too many vessels rely on air conditioning and forced ventilation. It is literally "refreshing" to open a window, let the wind

blow into your cabin, and at the same time hear the birds chirping or the waves against the hull. You get to experience the outside world in your cabin, and not just listen to the buzz of a ventilation fan.

Invented for and named after the famous Sparkman & Stephens designed sailing yacht 'Dorade', are Dorade vents. They are beautiful metal wind scoops that catch outside air while diverting any water or spray that may enter the scoop. On Billy Budd II they are beautiful stainless-steel scoops, and they are strategically placed to refresh the air below in any weather condition and without using any power. When sailing with the opening side ports closed, you still get fresh air passively pumped into the interior. No fossil fuel or batteries used to power fans as there are none needed for these, and best of all, no fan noise!

Passive and powered ventilation:

- The deck features Dorade vents that passively exchange the air. The heads can also vent through these as well.
- The galley has an extraction fan over the cooktop
- Numerous opening deck hatches and ports add to the natural air exchange with the interior

Billy Budd II has always been maintained to very high standards. Some highlights of recent refits are replacement of the teak decking and standing rigging in 2015/2016. Hull repainted in 2022 and new batteries in 2023. She is ready to take her next owners on their own adventures, wherever they may be!

Owner cabin – You can enter the owner cabin via a hallway heading aft from the lower saloon or via a private staircase from the aft deck. The centerline berth is very comfortable and has shelving on both sides for book and other storage. The cabin features a private desk/office which has vessel monitoring capabilities. There is more than ample storage in drawers and hanging lockers, as well as a walk-in closet! There is plenty of outside light and air that comes in from opening hull windows and large overhead hatches. The ensuite head is very spacious and includes a full-sized bathtub! What a great way to relax after a great day of sailing or hiking on a glacier in Antarctica!

Guest cabins – These two cabins feature two large single berths and one cloth pullman berth above the centerline berth. This allows for up to three people per cabin to sleep very comfortably. The cabins are bright inside and like the owner cabin, have plenty of fresh air and light coming in. There is under berth lighting to create ambiance. The ensuite heads have stall showers, heated towel bar (in all cabins) as nothing beats a warm, dry, towel, and opening ports for fresh air. There is plenty of storage room in the drawers and hanging wardrobes.

Galley and Crew mess – Many yachts forget about crew comfort and enhancing their ability to do their jobs. Comfortable, spacious and bright, accommodations are key ingredients to keeping crew happy and performing at their highest level. Judel/Vrolijk and the interior designer, Pieter Beelsnijder, know this very well and incorporated these into the design of the crew area. The use of white walls, cabinets and ceilings really do a great job in making the space feel as large as it is. Too many yachts choose dark colors making spaces feel small and uninviting. Again, you will find that fresh air and light are key elements for this enjoyable environment. The crew have their own exit ladder when needed, and a comfortable lounge/dining area.

The professional grade stove top and oven are custom gimbal mounted to allow cooking while sailing. The galley is fully equipped to enable a gourmet chef to create amazing meals. There is plenty of storage for fresh, frozen or dried foods, as well as pantry space. There is really nice counter space for preparation and plating. The clothes washing machine and dryer are centrally located in the crew area for easy use and monitoring.

Galley equipment:

- 5 burner gas stove with Oven
- Miele Dishwasher
- 4 Refrigeration compartments
- 2 Freezer compartments
- Microwave oven

- Electric hot plate
- Icemaker in lower saloon

Housekeeping:

- Miele washing machine and dryer

Captain's cabin – Featuring a large double berth with drawer storage below, it also has a cloth pullman berth above it for an additional crew member when needed. There is an overhead hatch for light and ventilation, as well as an opening hull port for light and ventilation. There is a private, ensuite head with stall shower. The shower has an overhead hatch. The berth has a stainless-steel grab bar along the edge for handhold in rough sea conditions. Again, ample storage for clothing and gear.

Crew Cabin – There are two large over-under single berths with the same grab bars as in the captain's cabin. There is an overhead hatch for ventilation and light, and plenty of room in the hanging locker and drawer storage locations. This cabin is bright and spacious. It features an ensuite head with heated towel bar and shower area with overhead hatch for light and ventilation. There is an entrance to bow storage area through the crew cabin shower.

Engine room – Very well laid out for easy servicing of machinery and equipment. It is extremely well insulated for sound control. Well-lit with overhead lighting and wide work platforms with removable panels to service the equipment below and to clean the bilge. There are large exhaust fans to control engine room temperature.

Engine:

- Engine – Scania 430 HP Turbocharged diesel (approximately 8,500 hours)
- Twin Disc gearbox for main engine
- Hundested variable pitch propeller
- 30L per hour at 9 knots
- Speed under power: Cruising 9 knots - Maximum 12 knots
- Range under power: 3,500 nm

Fluids:

- Fuel - 14,000 lt
- Day tank – 150 lt
- Water – Aprox 2,500 lt in two tanks
- Watermaker – 2 x 200 liters/hour
- UV filter system for potable water
- Hydraulic oil 150 lt
- Grey water 60 lt
- Black water – aprox 1,000 lt in two tanks

Mechanical:

- Condaria 2 centralized Air conditioning system with 2-380v compressors
- Hot water heating system through air handlers on a water loop from main engine, shore power and generators
- 2 Diesel fuel heaters hooked into radiators, towel bars, floor vents and bunk warmers, which can also be diverted into the water loop/air handlers.
- Water maker - Desalator 2 x 200 liters/hour
- Bow Thruster: Retractable hydraulic unit
- Steering system - Edson designed system using chain to Dyneema/Vectran line to quadrant

- Engine room camera

Hydraulics:

- PTO on main engine and generator
- Power packs for sailing systems
- Multiple 4.5kw D/C motors

Electrical:

- 2 x 32kw Northern Lights generators – M944T One with PTO for bow thruster and windlass
- Shore power: 380v, 50 Hz, 3-phase
- 2 x 1500 amp Mastervolt battery banks
- 6 x Mastervolt 220v MASS 24/200amp Battery Chargers
- 2 x Mastervolt 24v/2,500w sine inverter
- 2 x Mastervolt 24/5,000w sine inverter
- 2 x Mastervolt 24/1,500w sine inverter for computers and electronic instruments

Deckhouse: Upper Dining and Navigation area – This is one of the nicest spots onboard. Wrap around windows offering nearly 270 degrees of outside views make this great for keeping out of inclement weather, but also to view what is going on around the yacht while dining or spending time at the nav station. It is just four easy steps down from the cockpit lounge area where you will find a large dining table to port on adjustable pedestals with seating up to 8. Like the rest of the vessel, there are overhead hatches for light and air ingress.

The navigation station features 3 large screens to handle navigation and other monitoring of the vessel, as well as a host of other instrumentation and radios. There is another work desk/communications center aft of the nav desk which has its own computer screen and printer.

Communication equipment:

- Satcom - Thrane & Thrane Fleet 500
- Iridium handheld satellite phone system
- SSAS-L.R.I.T. : Furuno SSB F22570W with DSC and HAM (frequency facility) (*Ship Security Alert System*) and *LRIT (Long-Range Identification and Tracking)*
- VHF - ICOM GM651 and 6 handheld VHF's
- GMDSS Radio: ICOM M801GMDSS
- 5 touch screens monitoring the integrated communications system
- Navtex system via PC
- Fleet broad band - Cobham Sailor 500
- Internet access - Wifi, 3G

Navigation equipment:

- SIMRAD GB40 chartplotter
- Each pedestal has a large plotter/display and compass
- Furuno Radar
- B&G Auto pilot with 2 displays on deck and 2 displays below.
- Rudder angle indicator
- KVH Gyrotrac gyrocompass
- Furuno SC50 satellite compass

- B&G depth sounder
- Furuno forward looking sonar
- B&G GPS
- Navico AIS 3000

Lower saloon – The formal dining and lounge area is very bright and spacious. This full-beam area has two opening hull ports on each side for extra light and ventilation. Sliding privacy screens can block out the hull windows when desired.

There are two large overhead hatches for light and ventilation. The dining table can seat 8 at a large table with two sides having sofa style seating and the other two having 4 movable chairs. Open to the upper dining and nav area, with the forward windows of the deckhouse acting as skylights, the lower saloon feels very inviting for one person or even a party. It is only another four easy steps from the lower saloon/dining area up to the upper dining and nav area.

Entertainment equipment:

- Sharp Aquos 32" TV in main saloon with DVD/CD/MP3 pioneer player
- Bose V35 stereo system
- Bose zone 2 amplifier with Navsound waterproof speakers topside
- IMAC 27" computer

Deck details – The stern has a multi-purpose fold out passerelle/swim platform, dinghy landing platform which is easy to transit when coming or going. Once on deck, there is a very large lazarette storage compartment with access to the steering system. Next you find two large Lewmar self-tailing winches for trimming spinnakers or adjusting dock lines while Med-moored. There are twin pushpit seats for comfortable seating while sailing or just watching the sun set. As you move around the deck you will see numerous Dorade vents as mentioned above. They are protected by robust guardrails.

Sails, Mast, Sailing equipment:

- North Sails full batten mainsail in Dacron - 2017
- Doyle furling genoa - 2018
- Doyle furling staysail - 2018
- North Sails furling reacher - 2011
- Marten Marine carbon mast with steps to above the first spreader
- Nordic Mast Carbon "Park Avenue/Wing" style boom
- Lazy jack system for mainsail handling
- Mast mounted camera
- Rod standing rigging
- Dyneema running rigging
- Rondal furling units for reacher, genoa, and staysail are all hydraulic
- Primary Lewmar winches are hydraulic with back-wind feature
- Rondal secondary winches are hydraulic
- Rondal hydraulic main traveler

The helm pedestals allow for easy control of the vessel having navigation displays and systems control at one's fingertips. The steering system was converted to a direct chain and line system for exceptional feedback and minimal drag when sailing or powering. The oversized wheels are both beautiful to look at, but also light to enhance the feel while sailing.

Sailing instruments:

- B&G wind and speed instruments
- 3 - 20/20 displays
- B&G speed/log

On deck storage lockers can be found both aft and forward. A wide mainsheet traveler, which is hydraulically controlled, allows for fine tuning the mainsail trim for all conditions and points of sail.

The cockpit dining and lounge area is expansive with loads of seating and has a central table/storage area with folding leaves to enable easy pass by when not in dining mode. The dodger and bimini provide coverage from sun and rain. There are removable side curtains when the weather dictates their use.

The foredeck area is clean and simple. The dinghy sits in chocks aft of the inner staysail and can be quickly launched when needed.

Ground tackle:

- Galvanized CQR anchor on the bow with 140 m of chain
- Smaller CQR stored in bow locker for dual anchor setup for storms or as spare
- Vertical hydraulic windlass

Safety:

- 2 10-person SOLAS life rafts
- Engine room firefighting system with air intake shutdown
- Smoke detectors throughout the vessel
- Fire extinguishers throughout the vessel
- Fire pumps – permanent electrically powered, and portable air-cooled diesel pump
- MOB button at helm pedestal and linked to SIMRAD plotter
- Multiple EPIRBs

Plumbing:

- 5 Techma D/C powered toilets
- 2 Sealand D/C discharge pumps
- Stiemel engine driven bilge pump
- 5 – bilge pumps with high water alarms
- Engine room bilge pump is A/C powered
- Manifold system for handling bow bilge, engine room and aft bilge.
- Multi-station deck washdown system

Additional equipment:

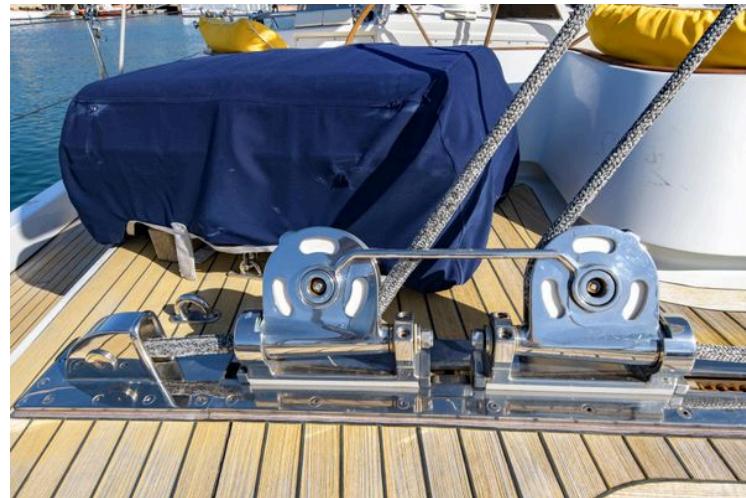
- 4.2m Zodiac tender with 40 hp Evenrude - four stroke
- 60hp Evinrude outboard – two stroke
- 3m Zodiac tender with 20 hp Yamaha – four stroke
- Multiple sets of dive gear
- Bauer dive compressor
- Safe in primary cabin and in Captain's cabin
- Cockpit dodger and bimini
- Mainsail cover
- Helm and pedestal covers
- Side boarding ladders
- Swim ladder from bathing platform
- Deck shower

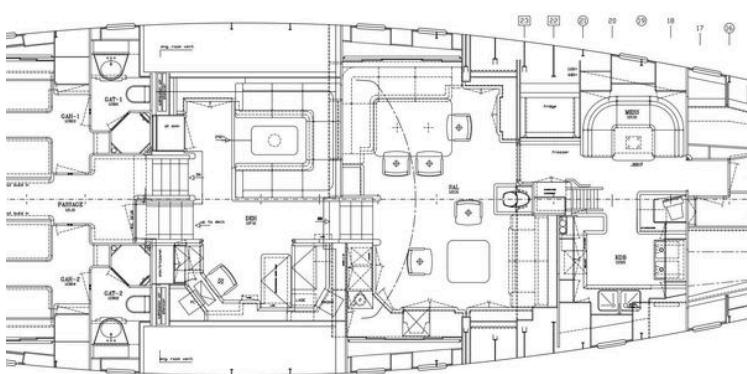
Major refits: 2010, 2017, 2022

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GENERAL ARRANGEMENT

