



NORD STAR
SUPERYACHTS

HEYSEA ATLAS 35

35.96 m > 2028 > China

HEYSEA ATLAS 35

YACHT FOR SALE

LOA:
35.96 m

YEAR:
2028

ASKING PRICE:
from \$ 12 000 000
excl. VAT

> YACHT DESCRIPTION

Heysea Atlas 35 is a custom expedition motor yacht project developed in collaboration with Nord Star Yachting, Marinepoint, Heysea Yachts shipyard and the Italian design studio Arrabito Naval Architects. The first model in Heysea's new explorer range combines long-range ocean cruising capabilities, a high degree of autonomy and the comfort of a modern superyacht.

The Atlas 35 features a displacement steel hull and an aluminium superstructure. The yacht is designed for unrestricted navigation, with particular attention to operation in northern latitudes. Key structural features include reinforced protection for the propeller and rudder assembly, as well as the possibility of adaptation to an ice class.

The onboard life-support systems are designed for operation at ambient temperatures down to -5°C . Fin stabilisers, bow and stern thrusters provide comfort underway and manoeuvrability in confined waters.

KEY FEATURES:

- Custom-Built Expedition Yacht
- Steel Displacement Hull
- Long-Range Ocean Cruising
- Adaptation to an ice class
- Delivery in 2028

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> ABOUT THE SHIPYARD

Heysea Yachts is an advanced shipyard specialising in semi-custom and fully custom yachts ranging from 60 feet to over 140 feet. Founded in 2004, the shipyard is located in Jiangmen, China.

Heysea operates a modern 66,700 m² production complex with dedicated facilities for composite moulding, steel yacht construction, engineering, interior design and marine systems integration.

Heysea Yachts has more than 12 years of experience in building steel and aluminium yachts, including the delivery of large bespoke projects for international clients.

The shipyard's engineering expertise and flexible approach to customisation enable it to create yachts tailored to the owner's specific requirements and intended cruising routes.

Its completed projects include seven custom superyachts, the Asteria 142 and the three-deck Asteria 116, as well as the Vista 142 and Vista 75 motor catamarans. These projects demonstrate the shipyard's capabilities in both monohull and catamaran construction.

Heysea has delivered more than 100 composite and steel yachts for private ownership and charter use, exporting them to markets across the Asia-Pacific region, Europe and Australia.



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> ABOUT THE ARRABITO NAVAL ARCHITECTS

Founded in Livorno in 1980 by marine engineer Giovanni Arrabito, Arrabito Naval Architects is a leading naval architecture and marine engineering firm with more than 40 years of experience in the design of large yachts.

Over the course of its history, the company has developed the designs of nearly 3,000 vessel hulls ranging from 32 to 160 metres in length.

Arrabito Naval Architects works with leading Italian and international shipyards, including through a long-standing exclusive partnership with Rossinavi, and has extensive experience collaborating with renowned companies such as Cantieri di Pisa and Riva.

The studio combines advanced computational fluid dynamics (CFD) and finite element structural analysis (FEA) with extensive practical experience.

Today, one of Arrabito Naval Architects' principal areas of focus is the design and modelling of yachts ranging from 50 to 80 metres in length.

The studio takes an individualised approach to vessel design and supports both shipyards and yacht owners throughout every stage of development and construction.



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> SPECIFICATION

Type	Displacement motor yacht	Engines	MAN 8V
Builder	Heysea Yachts	Engine power	2 x 900 HP
Location	China	Max. Speed	14 kts
Year	2028	Fuel tank	38 000 l
LOA	35.96 m	Water tank	7000 l
Beam	8.15 m	Cabins	5+3
Draft	2.45 m	Berths	10+6
Displacement	372,5 t	VAT	unpaid
Hull	Steel		
Superstructure	Aluminium	-	-
Deck	Teak	-	-
-	-	-	-

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› TECHNICAL EQUIPMENT

GENERAL DESCRIPTION

- Type of vessel: Full Displacement with bow bulb, suitable for unrestricted navigation.
- Hull material: Hull shell and main deck material: B Grade Steel.
- Superstructure material: Plate Aluminium 5083-H116; Extrusion Aluminium 6082-T6.
- Interiors: Wheelhouse and Captain cabin are on upper deck, Master Cabin is on main deck, Guest cabins and Crew cabins on lower deck, according to General Arrangement Plan.

HULL AND SUPERSTRUCTURE CONSTRUCTION

HULL

- The hull is a full displacement type with bow bulb, constructed with steel in compliance with RINA rules.
- It is equipped with necessary watertight bulkheads to divide the hull into functional areas.
- Structural tanks shall be integral part of the structure of the bottom.
- All tanks will be tested according to Classification Society's requirements and as mentioned in this Specification.

DECKS

- Deck structures are designed for structural strength, with reinforcement under key equipment foundations.

SURFACE PROTECTION AND INSULATION

COLOR AND PAINT

- The boat outside shall be finished in Alexseal (or AWLGRIP) white or equivalent. External finish follows the manufacturer's instructions. A different color can be chosen by the Buyer (must be light color). The underwater area is treated with antifouling paint.
- Steel preparation and steel work according to Heysea standard:
- First coat: Anticorrosive epoxy primer.
- Second coat: Epoxy filler.
- Third coat: Sealer epoxy primer.
- Fourth coat: Undercoat.
- Fifth coat: Top coat.
- An average of 85 gloss units at 60-degree angle for vertical surfaces and an average of 80 gloss units at 60-degree angle for horizontal surfaces. Major sags and runs will not be accepted; small sags and runs at "low visibility areas" may be accepted. Buffing is only allowed to be accepted on small spots.
- It will be accepted dust inclusion parts as per follow:
- 10 particles per square dm for high visibility areas.
- 20 particles per square dm for low visibility areas.
- Based on 80% of the entire surface.
- The underwater area shall be finished with anti-fouling, Seahawk or International or equivalent, in accordance with the Manufacturer's instructions.

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- The steel hull inside shall be finished with white paint, International Interthane 990 PHB000 or equivalent, semi-gloss finish.
- Fuel Oil tanks — no additional protection necessary, just the fuel oil. Fresh water tanks will be internally finished with a food-approved paint in order to avoid any disagreeable smell to the water. Grey water/Black water tanks — International Interprime 450.

INSULATION

- Noise, heat, and fire protection insulation are installed in key areas (engine room, cabins) using appropriate materials, combined with vibration reduction requirements.
- The noise level in all parts of the yacht will be kept as low as possible. Noise insulation materials will be selected for the various areas of the yacht in cooperation with and on the recommendation of noise-reduction specialized companies (supplier: Pyrotek or Soundown or equivalent).
- The hull side panels, decks and superstructure's bulkheads will be insulated by means of rock wool or equivalent, as requested by the relevant Rules.
- The partition bulkheads will be insulated by means of rock wool or equivalent, and will stretch from the floor to the upper deck, as requested by the relevant Rules.
- All the heat and fire protection insulation systems will be installed taking into account the study of noise and vibration reduction.

- All compartments with risk of fire shall be properly insulated in order to achieve a good grade of safety, according to the relevant Rules.

TEAK DECKING

- The external area of main deck, swimming platform, upper deck, flybridge deck and foredeck will be planked with best-grade teak, as follows:
- Levelling of the deck and passages shall be obtained, if necessary, using self-levelling rubber.
- Prefabricated panels of teak strakes (12 mm, 60 mm width) will be glued on the deck surface with vacuum bagging technique. The teak length range: 2,400–2,500 mm.
- Black rubber compound, or a product like Sikaflex or equivalent, shall be used for sealing the seams. Seams between planks will be 5 mm wide and 6 mm deep, filled with black rubber compound for decks in the most efficient way by skilled personnel.
- A coaming plank, 80 mm wide, will contour all teak panels. Teak covering will be in the longitudinal direction; the Shipyard will perform the job according to the drawing and booklet of the teak decking.
- Exterior teak on the decks will be left natural.

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RUBBING STRAKE

- There is a metal rubbing strake on each side of the hull to protect the hull from collision during berthing.

ACCESSORIES AND OUTFITTING EQUIPMENT

MOORING AND ANCHOR EQUIPMENT

- Two vertical type anchor windlasses, model Maxwell VWC 6000 or equivalent, with stainless steel gypsy wheels suitable for Grade 2 stud-link chain, 14 mm diameter, and capstan drums, powered by hydraulic motors, will be installed. The deck shall be properly reinforced beneath the windlass foundations.
- Remote controls for the anchor winches are provided on the bridge. Two capstan drums (Maxwell or equivalent), single speed, double direction, will be installed, one on each side of the aft swimming deck, with foot switches.
- Polished stainless steel bollards: four at the bow on the main deck, four on the swimming deck and two on each side passage.
- Mooring cleats: four pieces on each side.
- Two 230 kg high-holding-power galvanized steel anchors or similar will be provided, connected to two 220 m-long galvanized stud-link chains, 14 mm diameter, Grade 2, complete with shackles and swivels.
- Anchor chain meter on the bridge.
- Anchor pockets and stem with stainless steel protection.

- The Shipyard will supply four high-quality nylon mooring lines and spring lines, each at least 30 m long, with a spliced eye at each end. A high-quality tow rope, 60 m long, will also be supplied.

DOORS AND HATCHES

- Watertight doors will be installed as required by the Classification Society: one pantograph watertight door at the stern of the lower-deck aft cabin and one hinged watertight door in the watertight bulkhead between the engine room and the lower-deck aft cabin.
- The superstructure will be fitted with a main-deck salon stern sliding door and an upper-deck skylounge stern sliding door, as well as pantograph doors to the main-deck pantry and lobby, the lower-deck aft cabin, both port and starboard sides of the wheelhouse, the upper-deck starboard lobby, and side doors on both sides of the cockpit for alongside mooring and shore disembarkation.
- Watertight hatches will provide access to the chain locker, the master cabin escape route, the engine room, the lower-deck guest cabin, and the stabilizer and bow thruster installation compartments.
- Cabin escape hatches will be fitted with four pins, teak covering and operation from both sides, where specified.
- Crew escape hatches and external locker hatches will be supplied and installed in accordance with the Classification Society's requirements.
- All hatches will have stainless steel hinges and locking systems.

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> TECHNICAL EQUIPMENT

PORTHOLES AND WINDOWS

- Windows and portholes will be installed according to the Window and Door Plan. General windows shall be of fixed type.
- The wheelhouse windows will feature electrically heated laminated tempered glass to prevent fogging and frost.
- Openable portholes (windows) are to be fitted in the master cabin.

STAIRS, LADDERS AND SAFETY

- Internal stairs have a metal structure and handrails.
- A swimming ladder and service ladder are provided as needed.
- The vessel is equipped with life rafts, life jackets, life rings, a fixed FM200 fire-fighting system, portable fire extinguishers, fire suits and other necessary safety appliances meeting RINA requirements and Flag Authority regulations.

SWIMMING PLATFORM, CRANE AND STORAGE

- A swimming platform equipped with a pantograph hydraulic tender lifting system (H+B or Bensenzoni) will be installed. The system capacity is 1,200 kg, including the weight of the platform. Additional mechanical stoppers will be installed for the closed position.
- A crane (Bensenzoni G370G or equivalent, 3,000 kg capacity) will be mounted on the upper deck for the safe launching and retrieving of a 7-metre tender.

- Specified weights: tender 1,350 kg, motor 200 kg, fuel 300 kg and additional load 100 kg.
- Lockers will be installed on the bow deck for storage of expedition equipment.

WHISTLE AND WINDOW WIPERS

- A Marco electro-pneumatic whistle will be supplied, controlled from the wheelhouse and fed by the main compressed-air system through a pressure vessel of adequate capacity.
- Window wipers (Exalto or equivalent) will be installed on the forward wheelhouse windows, with selectable operating modes, automatic parking and synchronized operation.
- Freshwater washing through a solenoid valve.

MACHINERY AND PROPULSION

MAIN ENGINES AND REDUCTION GEARS

- Two electronic marine diesel engines, MAN 8V D2868LE449, rated at 900 hp @ 2,100 rpm (IMO Tier III).
- Two marine reduction gears, ZF 2000A or TwinDisc MGX-6599A, rigidly connected to the propeller shafts and elastically coupled to the engines.
- Flexible couplings: Vulcan type or equivalent.

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SHAFTS, STERN TUBES AND PROPELLERS

- Propeller shaft seals: PYI, connected to the stern tube.
- Propeller shafts: high-grade stainless steel 316L, rigidly coupled to the reduction gear flanges.
- The shaft-line system shall be aligned within the tolerances accepted by the manufacturers and designed to ensure that no critical speed occurs within the yacht's normal operating range.
- V-shaped shaft brackets made of forged steel, fitted with cutlass bearings, shall be positioned to avoid propeller vortices, cavitation and vibration.
- The stern tube shall be made of forged steel, fitted with two rubber shaft bearings, one on each side, and rigidly connected to the shaft seal on the engine-room side.
- Outward-rotating, five-blade, highly skewed propellers shall be installed. The diameter and pitch shall be determined by the engineer and propeller supplier.
- Propeller material: Nibral, a bronze, nickel and aluminium alloy.
- The shaft connection shall be conical, with a key. The propellers shall be balanced to prevent vibration and related noise from being transmitted to the hull structure.

RUDDERS

- Two semi-balanced spade rudders with NACA-section profiles, welded stainless-steel internal structures and stainless-steel plating.

- Rudder stocks: AISI 316L stainless steel, fitted with Thordon or equivalent upper and lower bearings and watertight seals.
- Hydraulic control by two double-acting pistons.
- The tillers shall be mechanically connected to synchronise rudder movement.
- Two electric pumps, piping, valves, a bypass and non-return valves.
- Maximum rudder angle: $2 \times 35^\circ$; steering time: less than 28 seconds.
- Steering shall be available from the wheelhouse, the wing station, the autopilot, and by manual operation in emergency mode from the aft cabin.

GENERATORS

- Two CAT generators, approximately 69 kW each at 50 Hz, each consisting of a diesel engine and a three-phase generator elastically coupled on a common base.
- Systems shall include fresh-water and seawater cooling; a fuel system with a duplex filter; a lubricating-oil system with an oil cooler and filter; an exhaust system separating gases and water; clean/dirty oil transfer; and a 24 V starter motor.
- The generators shall be installed in soundproof enclosures providing easy access for inspection and maintenance. All piping shall have flexible couplings.

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THRUSTERS, STABILIZERS AND PROPULSION SYSTEM

- Bow thruster: SLEIPNER SIDE-POWER SH700 BA60 Ø412, hydraulic, 110.5 L/min, 248 bar, 45.7 kW. The stern thruster shall be of the same model and have the same specifications.
- Stabilization system: CMC LR90, 380 V, 9 kW, two fins, with areas of 1.90 / 2.10 / 2.35 m².
- Propulsion system: direct shaft-line type, with propellers and shafting designed to provide matching performance.

SYSTEMS

PIPING, PUMPS AND VALVES

- Stainless-steel 316L piping shall be used for the fuel, lubricating-oil, hydraulic, fresh-water and black-water systems in the engine room, as well as for ventilation below the main deck.
- Cu-Ni 90/10 piping shall be used for engine and generator seawater cooling, bilge and fire-fighting systems, air-conditioning chiller cooling, and scupper drains below the main deck.
- PPR/PVC piping shall be used for the relevant systems outside the engine room.
- Water pumps shall have bronze bodies and stainless-steel shafts and impellers. Fuel and oil pumps shall have cast-iron bodies and stainless-steel shafts and impellers.

- Pumps shall be installed on resilient mountings and connected to the relevant systems by flexible joints to prevent vibration transmission to the yacht's structure and piping.
- Pumps with a power rating above 0.75 kW shall be supplied through a magnetic starter and protected by a thermal circuit breaker against motor overload.
- Valves on metallic pipes shall be earthed. Lug-type butterfly valves shall be of a type approved by the Classification Society. Overboard valves shall be bronze, semi-automatic non-return valves.

FIRE-FIGHTING, SCUPPER DRAINS AND OTHER SYSTEMS, SEAWATER

- Two self-priming centrifugal bilge/fire-fighting pumps, Gianneschi (model to be confirmed), shall be installed in the engine room.
- An additional electric pump shall be provided in the fore peak.
- The engine-room pumps shall draw from the main bilge line through electrically operated suction valves. All bilge suction devices shall be fitted with suction strainers and non-return valves. Each bilge compartment shall have an electric bilge alarm connected to the monitoring system.
- The Gianneschi fire-fighting pump shall be connected so that it can also serve as a bilge pump, and vice versa.
- Fire-fighting hoses and nozzles shall comply with the Classification Society's requirements.

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- Stainless-steel scuppers shall be installed on each side of the decks, discharging overboard below the waterline.
- Pipes passing near guest and owner accommodation shall be insulated to reduce noise.
- Large scuppers shall be installed on the sun deck wherever necessary to prevent water from stagnating on the deck.
- All tanks shall be fitted with air vent pipes in accordance with the Rules and remote level sensors approved by the Classification Society. The level sensors shall be connected to the monitoring system.
- Grey- and black-water tank vents shall be fitted with filters.
- Main engines and service generators shall have complete internal fresh-water cooling systems comprising heat exchangers, oil coolers and integrated self-priming seawater cooling pumps.
- Seawater cooling pumps shall draw water through the seawater intake piping and supply it through the heat exchangers and risers to the engine exhaust outlets. Additional piping shall be installed for reduction-gear cooling.
- A branch of the compressed-air system shall be provided for cleaning the seawater intakes while the yacht is afloat.

GREY- AND BLACK-WATER SYSTEMS

- The black-water system shall be Tecma, with each WC equipped with an individual centrifugal macerator pump.
- A Headhunter black-water treatment system and a suitable collection tank shall be installed.

- System piping shall be PVC, with stainless steel used in the engine room.
- The black-water holding tank shall discharge overboard or ashore through independent Gianneschi black-water pumps, quantity: 2 (one for backup).
- Grey water from the main and upper decks shall flow into the tank by gravity. Discharges from the lower deck shall be connected, where necessary, to sump boxes in the relevant bilges and then pumped to the grey-water tank.
- Two Gianneschi grey-water pumps, one of which shall be a standby pump, shall be installed near the tank.

FUEL OIL, REMOTE FUEL SHUT-OFF AND COMPRESSED-AIR SYSTEMS

- One self-priming electric Gianneschi fuel-transfer pump shall be installed, with a capacity of 9 m³/h at 1 bar. The pump shall have a cast-iron body, bronze rotor and stainless-steel shaft.
- An emergency hand pump, rated at 2 m³/h at 1 bar, shall be provided for draining each tank.
- Two manifolds shall be provided: one for feeding and one for suction. A fuel-polishing system with a nominal capacity of 795 l/h shall be installed.
- Two fuel-filling stations shall be located in the port and starboard main-deck corridors, with drains connected to the dirty-oil tank. An overflow tank in the engine-room bilge shall be equipped with an alarm connected to the monitoring system. Two daily service fuel tanks shall have high- and low-level alarms connected to the monitoring system.

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- A remote fuel-valve closing system shall be installed as required by the Rules. A manual hydraulic piston pump shall be located outside the engine room, near the FM200 fire-fighting station.
- The system shall operate automatic hydraulic shut-off valves on the fuel supply lines to the main engines and generators.
- An air-cooled, two-stage electric compressor shall be installed in the garage, supplying compressed air at 8 bar, with a capacity of approximately 220 l/min. The main air receiver shall have a capacity of approximately 50 litres, and the horn air receiver approximately 20 litres.
- The air receivers shall be equipped with valves, pressure gauges, safety valves and drain valves. The compressor base shall be resiliently mounted.

ENGINE-ROOM FIRE-FIGHTING AND EXHAUST SYSTEMS

- A fixed engine-room fire-fighting system, CATEF or equivalent, using FM200 gas shall be installed, with the number of cylinders and nozzles required by the Classification Society.
- Audible and visual pre-alarm devices shall be provided, with a 30-second countdown before discharge.
- When FM200 is released, an audible and visual alarm shall be activated in the engine room. Engine-room fans and fuel-transfer pumps shall be stopped, and fan and ventilator dampers shall close automatically, in accordance with the Classification Society's requirements.
- The main-engine exhaust system shall be of the underwater type, with the minimum exhaust discharge operated manually.

- High-quality stainless-steel exhaust piping shall be installed, complete with stainless-steel compensators, external exhaust piping with risers and control valves. The main-engine exhaust lines shall be insulated with ceramic materials.
- Generator exhaust lines shall include fire-retardant FRP silencers, water separators and overboard piping.
- The entire exhaust system shall be elastically mounted using metal vibration-damping elements.

VENTILATION AND AIR CONDITIONING

AIR CONDITIONING

- A complete air-conditioning system, Climma, Dometic or equivalent, shall be provided, with individual temperature control in each room.
- Design conditions: summer — external temperature 38 °C and humidity 80%, internal temperature 23 °C and humidity 50%; winter — external temperature -5 °C, internal temperature 22 °C and humidity 50%.
- Seawater temperature at the condenser: +3 °C to +32 °C. The system shall be suitable for tropical and temperate climates.
- Water-to-water heat-pump system with reverse-cycle heating, using R407c refrigerant.
- Three identical, independent hermetic scroll compressors, with each circuit capable of being shut down independently.

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- The chiller shall use a titanium heat exchanger for seawater condensation. Total cooling capacity shall be approximately 360,000 BTU.

ENTERTAINMENT SYSTEM

- The entertainment system, including flat-screen TVs, satellite receivers, DVD/Blu-ray players, iPod docks and speakers, shall be provided in the crew area, guest cabins, master cabin, main salon and on the external decks.
- Surround-sound systems shall be installed in key areas: the main salon, master cabin and sky lounge.

NAVIGATION AND COMMUNICATION SYSTEM

- The vessel shall be equipped with navigation and communication equipment meeting RINA requirements, including autopilot, radar, AIS, depth finder, GMDSS radio, NAVTEX and satellite EPIRB.
- All controls and switches shall be easily accessible from the wheelhouse.
- The electronics allowance shall cover electronic equipment, dedicated terminated cables, final connections, installation and commissioning.
- The equipment shall comply with RINA and Flag requirements. The location of navigation and electronic equipment shall be determined by the Seller and the equipment manufacturer.
- Main power shall be supplied by the main 400 V switchboard; emergency power shall be supplied by the radio batteries through their own rectifier.

EQUIPMENT THAT MAY BE INSTALLED

- Two 24-inch multifunction displays.
- MF/HF radiotelephone.
- VHF radiotelephone.
- NAVTEX receiver.
- INMARSAT-C.
- Weather fax.
- Weather station.
- Radar with 6-foot antenna array and monitor.
- Radar with 4-foot antenna array.
- GPS.
- Depth, temperature and speed sensors.
- AIS.
- Autopilot.
- Satellite compass.
- Two-way VHF radio.
- Wi-Fi and networking system.
- FBB 250 system.
- Two GMDSS Furuno FM8800S stations.
- Starlink.
- One NAVTEX receiver.
- One EPIRB.
- One S.A.R.T.

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STEERING SYSTEM

- Steering shall be operable from the wheelhouse, wing station and emergency steering station in the garage.
- Rudder-angle indicators shall be installed at key control positions.

MAIN ENGINE CONTROLS

- A wired remote-control system for the engines and thrusters, Glendinning brand, shall be provided.
- Engine data, including RPM, oil temperature and water temperature, shall be displayed on dedicated monitors in the wheelhouse and engine room.
- Emergency-stop buttons shall be installed at key positions for critical onboard systems.

FIRE DETECTION SYSTEM

- A complete fire-detection system, CATEF, Apollo or equivalent, type-approved by RINA, shall be installed, with visual and audible alarms in the wheelhouse.
- The number of smoke and heat detectors shall be determined by the Classification Society. The alarm shall also be repeated in the crew dinette.

MONITORING AND ALARM SYSTEM

- The monitoring system shall monitor propulsion, power generation, tank levels, bilge water and the status of key equipment.

- Touchscreen monitors shall be installed in the control room and wheelhouse for operation and monitoring.
- One CCTV system, DAHUA or equivalent, and a FLIR M0617CS thermal camera system shall be provided for real-time visual and thermal monitoring of key areas.

INTERIOR AND OUTFITTINGS LAYOUT

- Sun Deck: equipped with a Jacuzzi and an outdoor seating area.
- Upper Deck: includes the sky lounge, captain's cabin and wheelhouse.
- Main Deck: consists of the main salon, dining room, galley, pantry and master cabin.
- Lower Deck: comprises the guest cabins, SPA room, crew mess, crew cabins, engine room, sauna and storage.

INTERIOR STANDARD

- Materials: marine plywood, high-quality carpet, SPC flooring, stone countertops, fire-retardant fabrics and artificial leather.
- The master cabin is equipped with a king-size bed, walk-in wardrobe and en-suite bathroom.
- Guest cabins are equipped with queen-size beds or twin berths.
- Crew cabins can accommodate six people.

The company is not responsible for the accuracy of the information provided by the Owner (images, yacht specification, list of installed equipment, its status, engine hours, legal issues). The engine hours are indicated at the time of placing information about the vessel on the site and are periodically updated in the future. Exact parameters and characteristics can be provided at the request of the buyer and are specified in the sales contract. All information provided regarding prices, condition, technical characteristics and / or the possibility of operating yachts on the water is for informational purposes and is not a public offer.

HEYSEA ATLAS 35

YACHT FOR SALE

LOA:
35.96 m

YEAR:
2028

ASKING PRICE:
from \$ 12 000 000
excl. VAT

› TECHNICAL EQUIPMENT

- Bathrooms are equipped with Grohe faucets and shower systems, SPC flooring and mirrors.
- The main salon features large sliding doors, a formal dining area and freestanding furniture supplied by the Buyer.
- The galley is equipped with professional appliances. The laundry is fitted with heavy-duty washing machines and dryers.
- A crew lounge is provided.

LAZARET AREA

- A large lazaret area is integrated into the vessel's layout, incorporating a sauna for leisure use, freezers with a total capacity of 600 litres for food and supplies, and multiple independent storage compartments.

GARBAGE COMPARTMENT

- A 200-litre garbage compartment shall be installed in the fore peak.



NORD STAR
SUPERYACHTS





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HEYSEA ATLAS 35

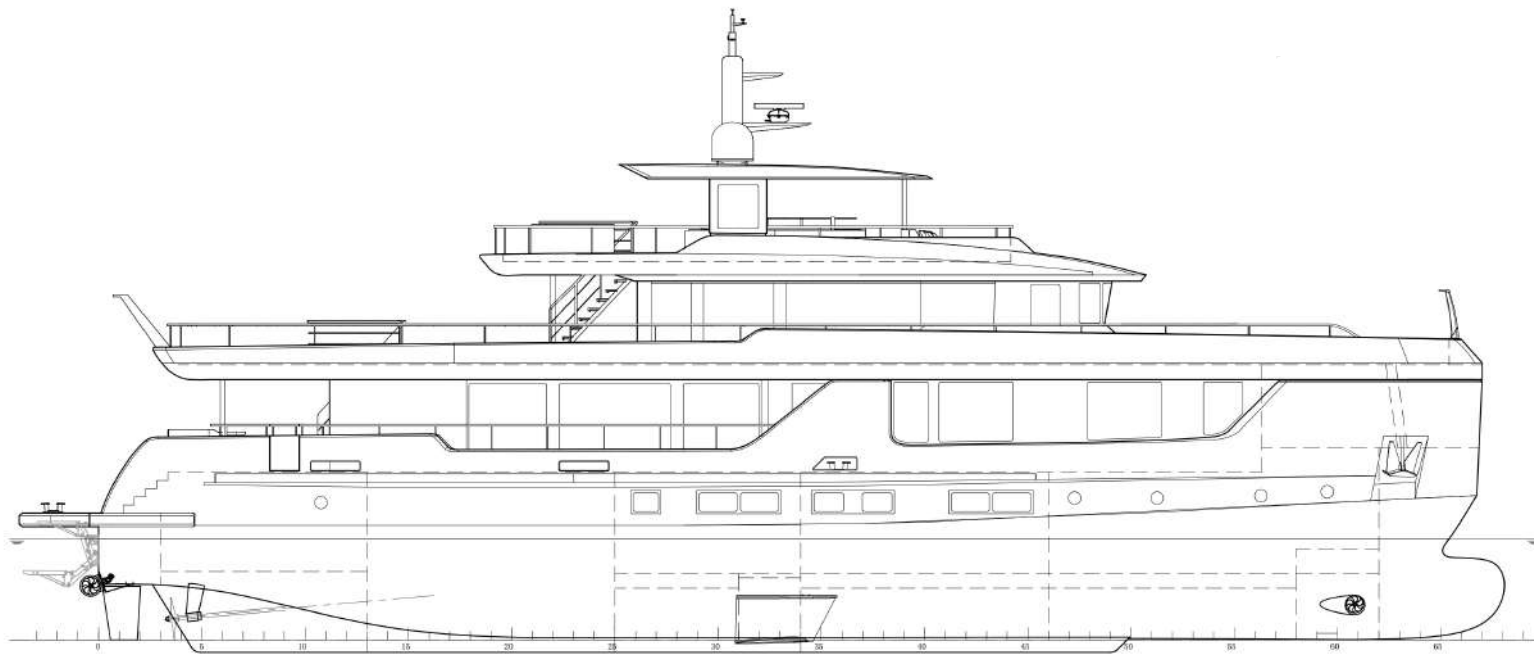
YACHT FOR SALE

LOA:
35.96 m

YEAR:
2028

ASKING PRICE:
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> GENERAL ARRANGEMENT



SIDE VIEW

HEYSEA ATLAS 35

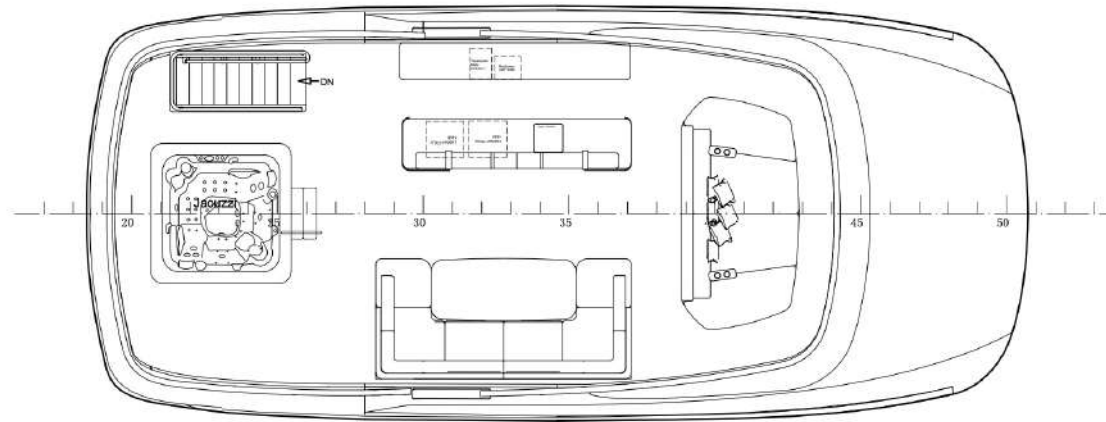
YACHT FOR SALE

LOA:
35.96 m

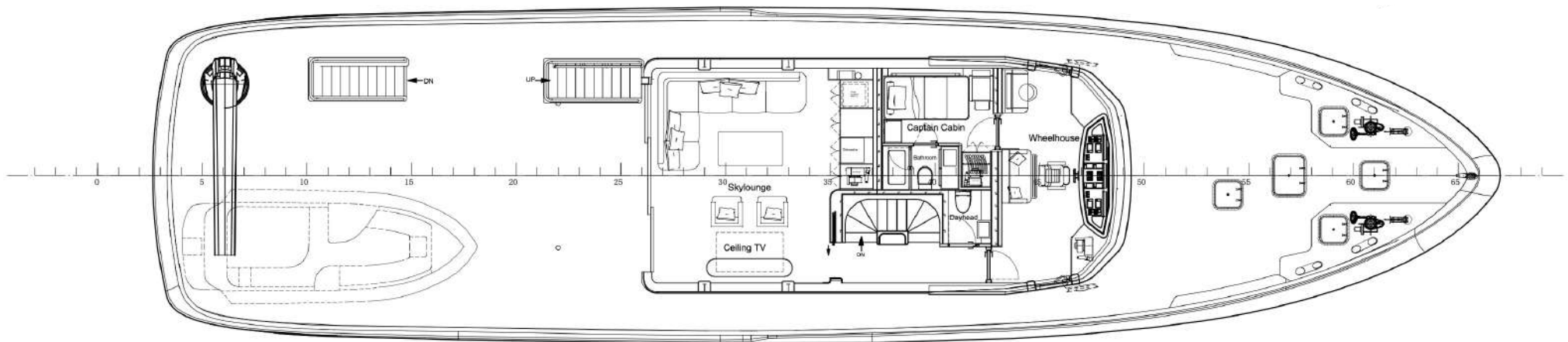
YEAR:
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> GENERAL ARRANGEMENT



SUN DECK



UPPER DECK

HEYSEA ATLAS 35

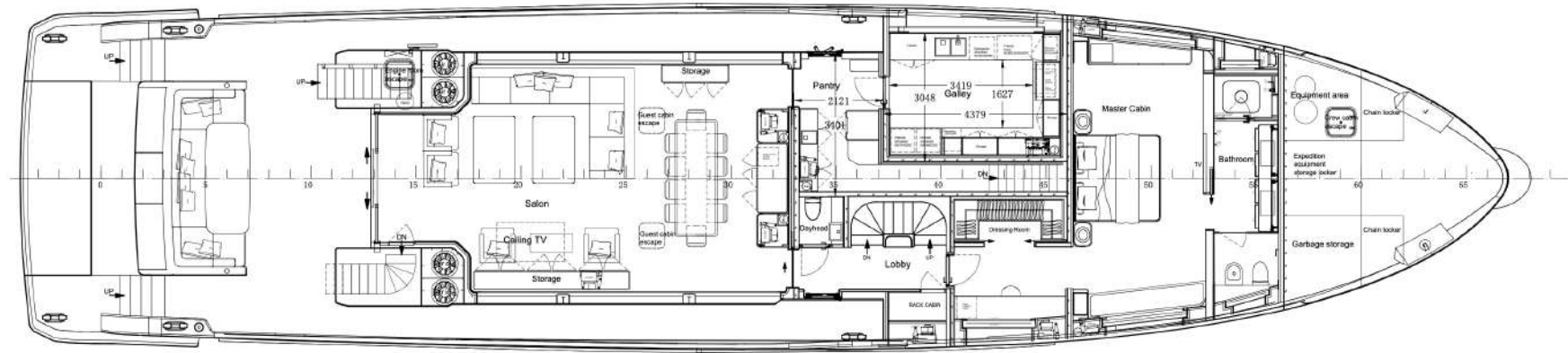
YACHT FOR SALE

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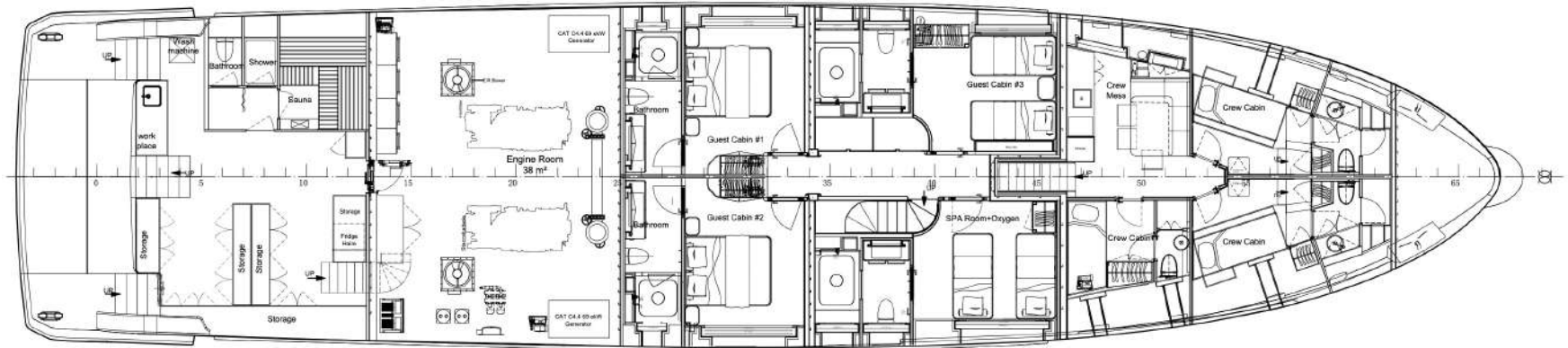
YEAR:
2028

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> GENERAL ARRANGEMENT



MAIN DECK



LOWER DECK



N O R D S T A R
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› CONTACT INFORMATION

Nord Star Superyachts specializes in yacht sales, construction, management and consulting. We provide a full range of services for yacht owner support: legal assistance, technical survey, shipping, yacht registration, insurance and crew selection.



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