



Project MASTER

a major conversion by ICON Yachts

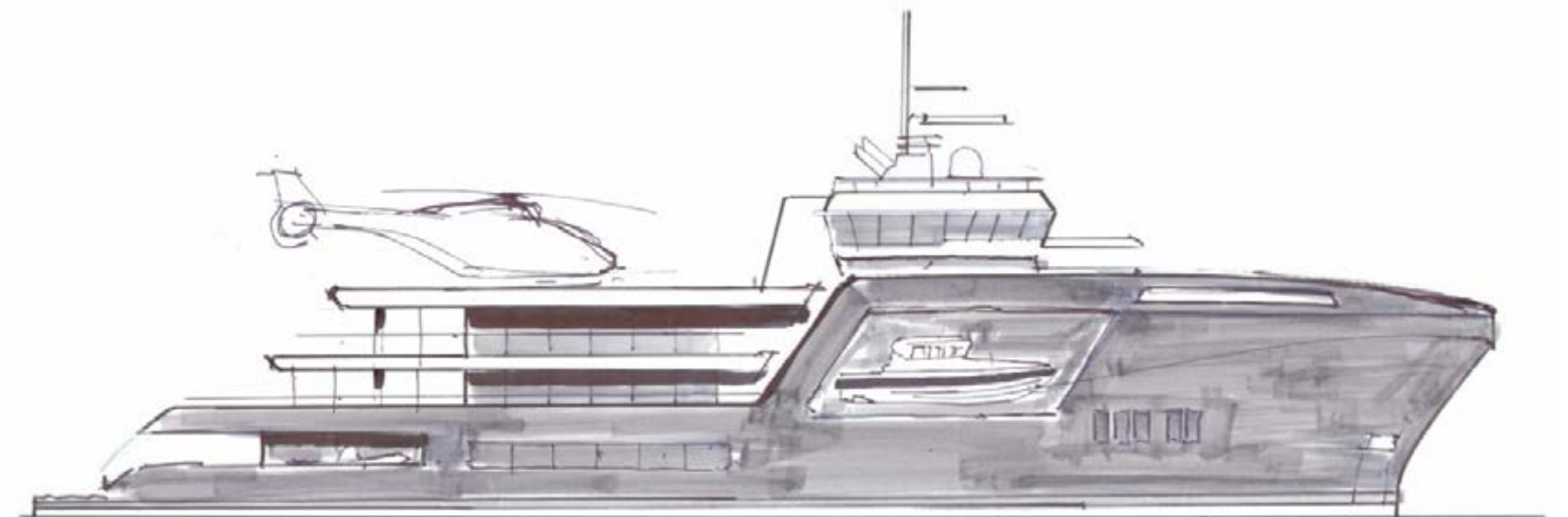
Project MASTER

The ultimate major conversion by ICON Yachts

Designed for extreme cruising, conservation, science, education and exploration, ICON Yachts has channeled its unique knowledge and experience into this exciting major conversion.

Icon Yachts is the world's most experienced shipyard in the conversion of heavy-duty commercial vessels into luxury explorer yachts. The reason is simple: major conversions combine sturdy, proven hulls with luxurious interiors at a significantly more interesting price than any "regular" new construction.

Project MASTER, originally a 66m/216' North Sea Emergency Rescue and Response Vessel (ERRV), was selected on account of her hull shape, strong oceangoing bow, robust construction and well proven comfort in open, hostile waters.







ESPEN ØINO

Exterior design

Espen Øino transformed her exterior design and lengthened her hull to 69.6m /228' to increase her long-range efficiency. Another big-name, Winch Design, reimagined a completely new interior for private use and charter at any latitude, including extended cruising in remote polar locations.

Project MASTER features large open common areas for work and pleasure, a private owner's apartment plus two VIP and three large guest staterooms, spa facilities, a science lab, an extensive diving locker area and extraordinary exterior deck spaces for outside living.

MASTER'S specification is equally fit for purpose. Just under 3000GT, and with Polar Code C Certification, her efficient diesel-electric hybrid propulsion system with Voith eVSP propellers is revolutionary in yachting and gives her a 6,700nm range at 10 knots. She has dynamic positioning and a commercially certified helipad (4.3 t, D value 13.7) suitable for an EC145 or similar helicopter, and she carries two 11.75m/38'6" heavy-duty, North Sea tenders, each with a top speed of well over 35 knots.



WINCH DESIGN

Interior design



TALKING TECH

What is a Major Conversion?

Built at Kleven Verft in Norway (known for the construction of the 106m and 117m 'Ulysses' explorer yachts) as an Emergency Rescue and Response Vessel (ERRV), MASTER provides the ideal platform for a conversion.

A major conversion entails repurposing an existing vessel, improving its performance and extending its lifespan.

"We carried out a feasibility study to evaluate the technical, economic, and regulatory viability and MASTER ticked all the boxes".

Classification societies review and approve design plans, inspect construction processes, ensure compliance with safety and regulatory standards, and certify the vessel once it meets all their stringent requirements.

The remarkable advantages of a Major Conversion

We start off with the best.

A hull shape suited to passage-making with a strong oceangoing bow, a seaworthy, robust construction that also provides comfort in open water and a well proven history of operations in any seas, MASTER features a double hull construction with steel thickness of up to 10.5mm in the critical areas.

We apply best-practices.

During the build, structural integrity is maintained by conducting thorough inspections, using high-quality materials, adhering to engineering standards, and performing load and stress tests to ensure modifications do not compromise the yacht's safety.

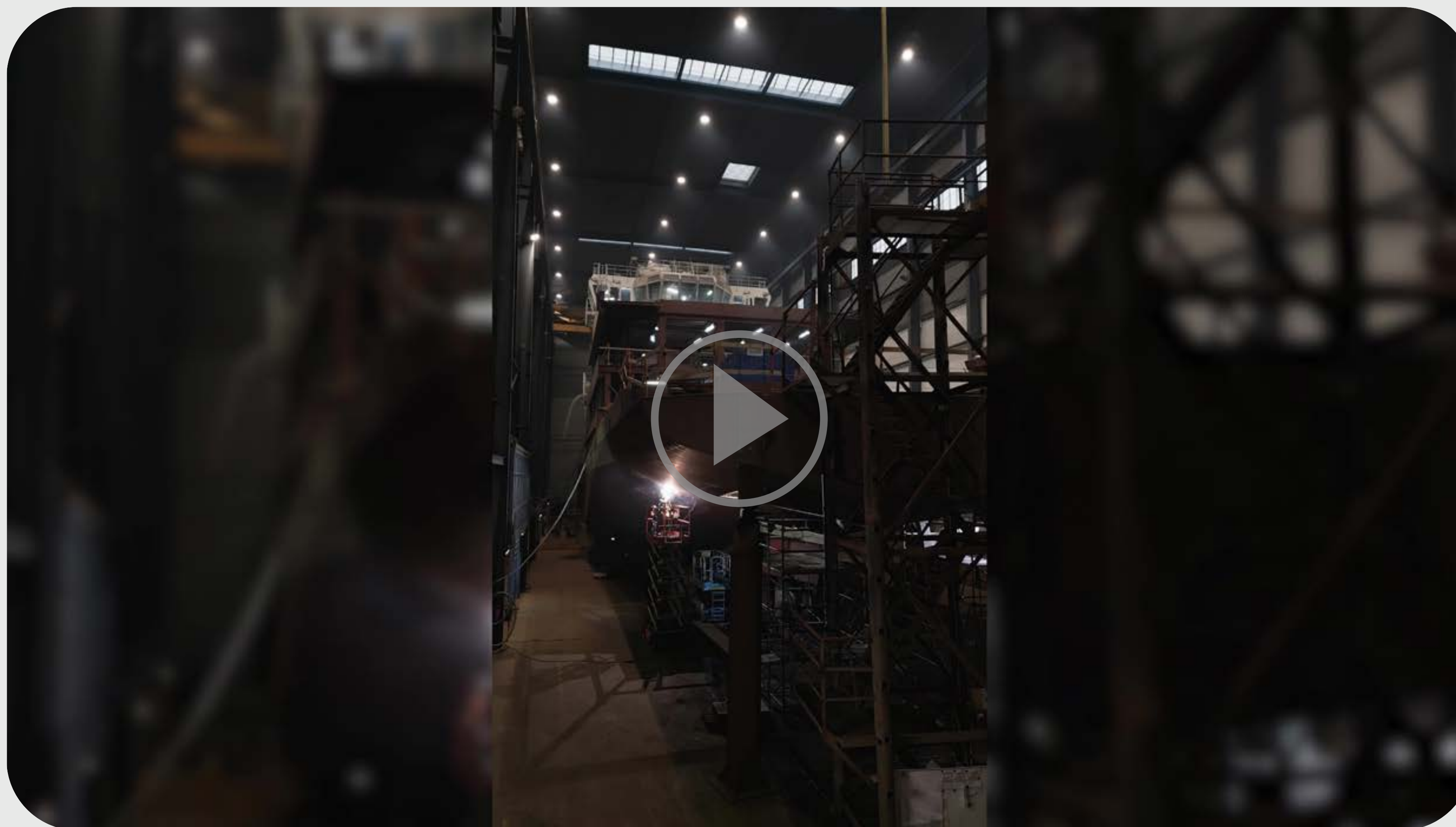
We achieve the best of both worlds.

MASTER is a unique full-custom yacht, yet she is a known quantity in terms of stability, safety and performance. At practically half the cost and half the environmental footprint.

Our best-kept secret.

Upon completion of the yacht, the shipyard issues a new Builder's Certificate stating "Major Conversion by ICON Yachts" and the completion year. Kleven's original Builder's Certificate is no longer relevant. MASTER is literally as good as new in every way.





A sneak preview

The steel superstructure of Project MASTER under construction at the ICON Yachts facility in Harlingen (The Netherlands) in February 2025.
Click on the Play icon to view in YouTube.

AN IMPRESSIVE PACKAGE

"Made all the more exciting by her highly competitive asking price which significantly outmatches any comparable explorer yacht, new or existing".



Dynamic Positioning

15m/49' beam

Commercial Heli Deck 4.3 t

Bridge with 360° visibility

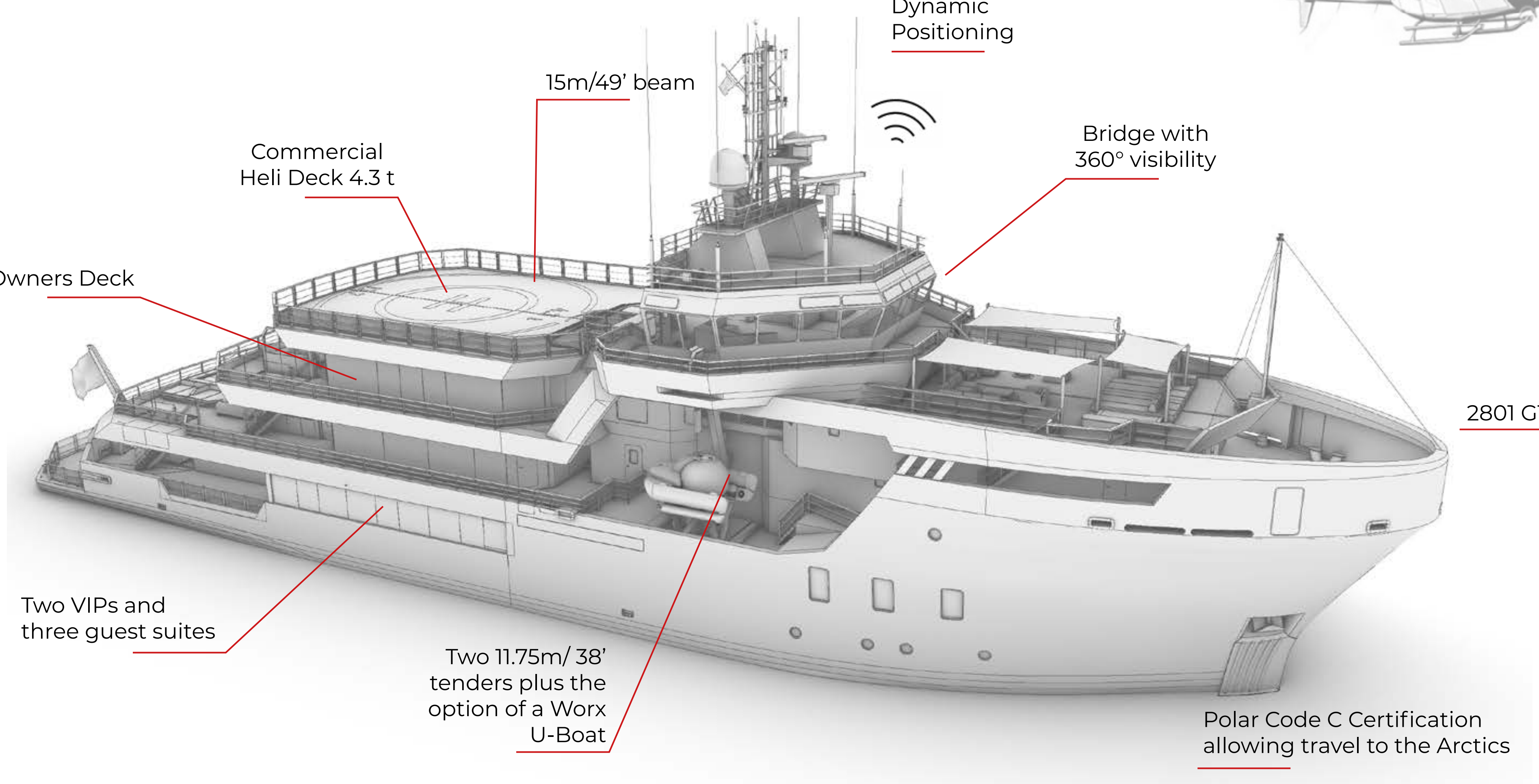
Private Owners Deck

2801 GT

Two VIPs and three guest suites

Two 11.75m/ 38' tenders plus the option of a Worx U-Boat

Polar Code C Certification allowing travel to the Arctics



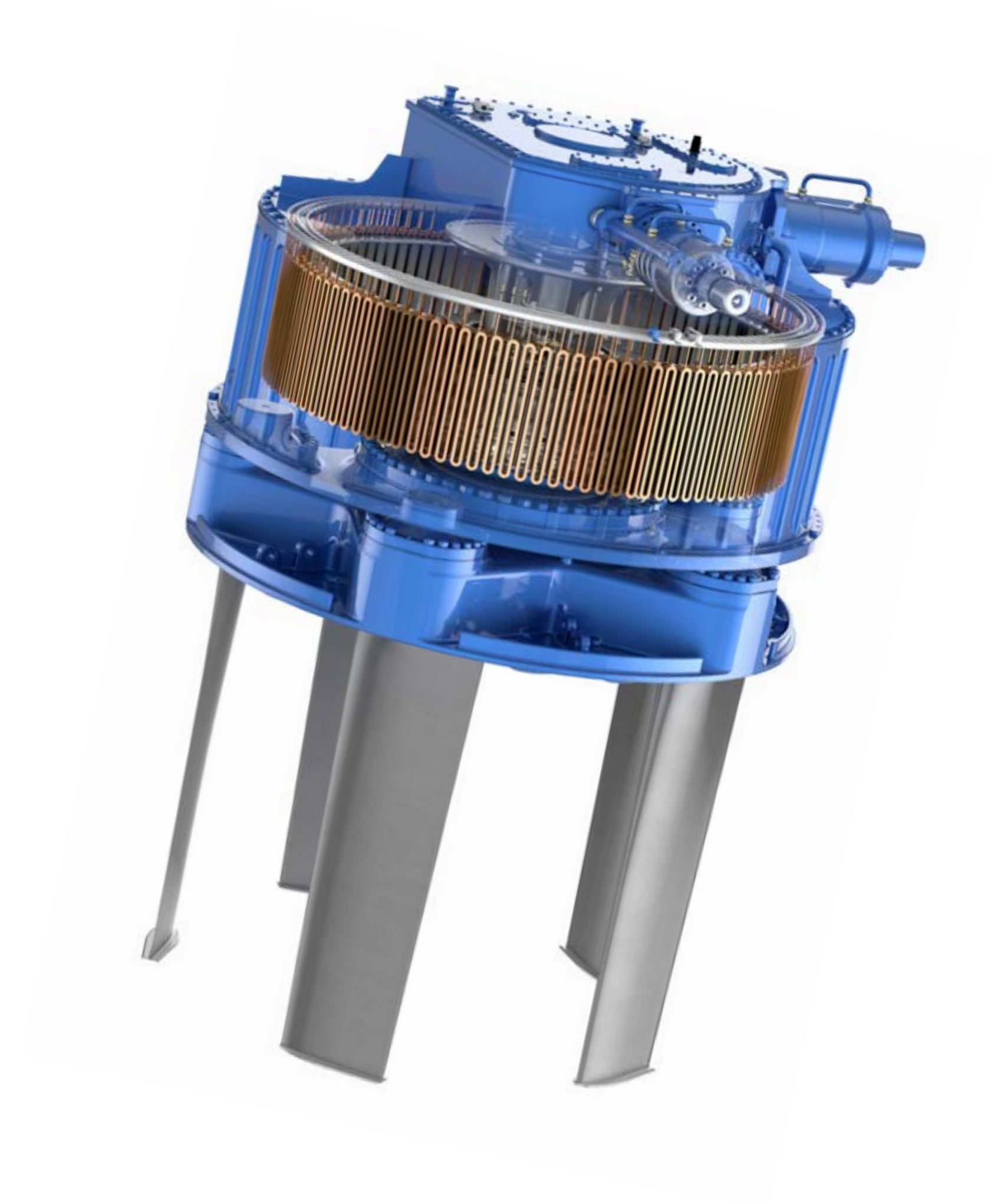
EFFICIENT, STATE-OF-THE-ART propulsion system

Hybrid diesel-electric propulsion with Voith Schneider eVSP propellers

The Voith Schneider Propeller (VSP) combines propulsion, steering and stabilization in one unit. This unique propulsion solution was developed 90 years ago by Austrian engineer Ernst Schneider. Today, Voith Schneider propellers are in use all over the world wherever precise, safe and efficient maneuvering is of the essence.

The electric Voith Schneider Propeller (eVSP) is a reliable, energy-efficient, environmentally friendly and compact drive unit that achieves maximum thrust in all directions – infinitely variable and with maximum precision.

The powerful, directly integrated electric motor (PM motor) delivers high torque and fast response, without any gears. It thus ensures a more direct and almost loss-free conversion of the electrical drive power into thrust and keeps noise-emissions to a minimum. Due to its low maintenance requirements, follow-up and maintenance costs are dramatically reduced.





Minimal noise
and vibration
for increased
comfort



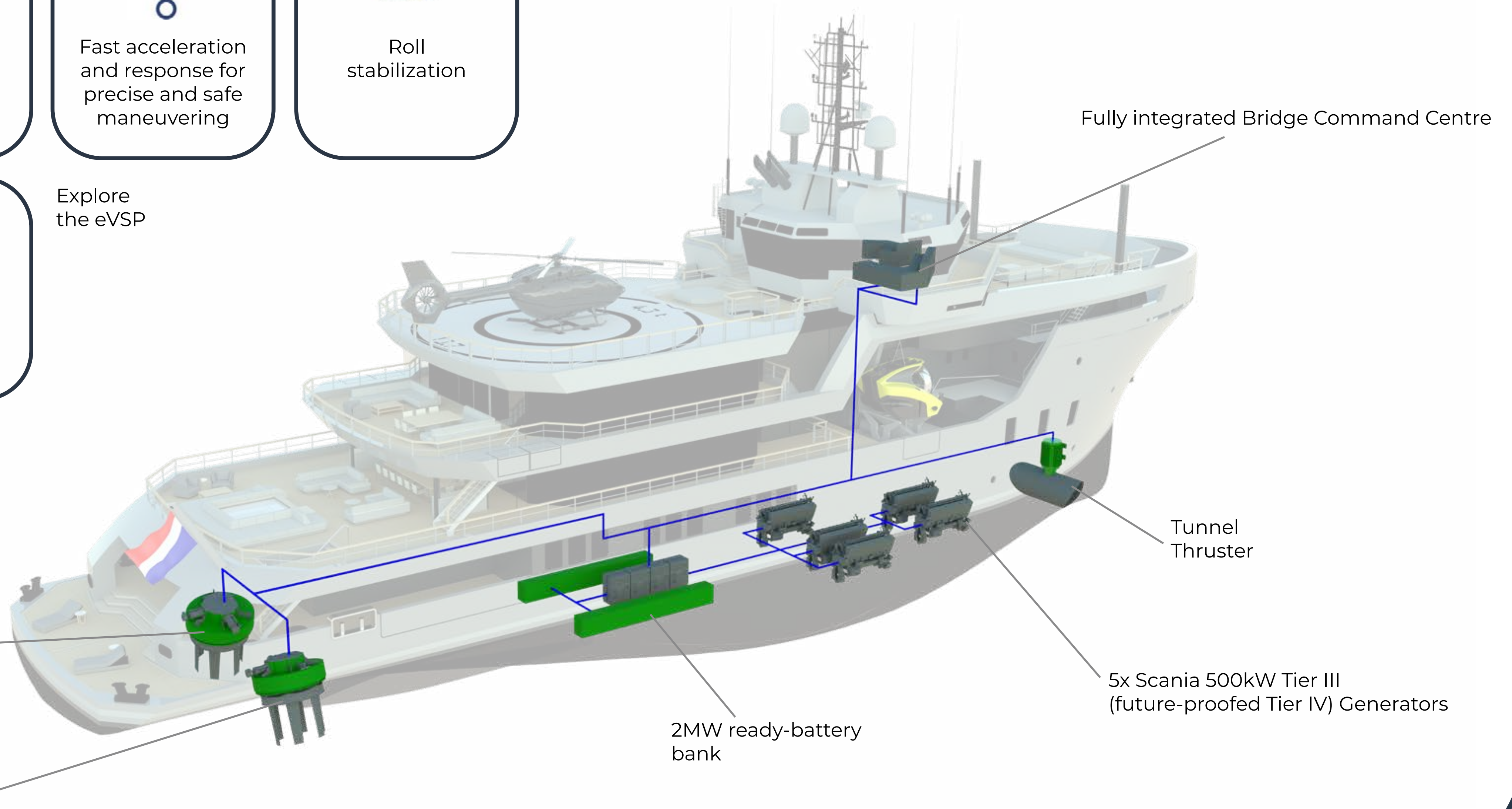
Fast acceleration
and response for
precise and safe
maneuvering



Roll
stabilization



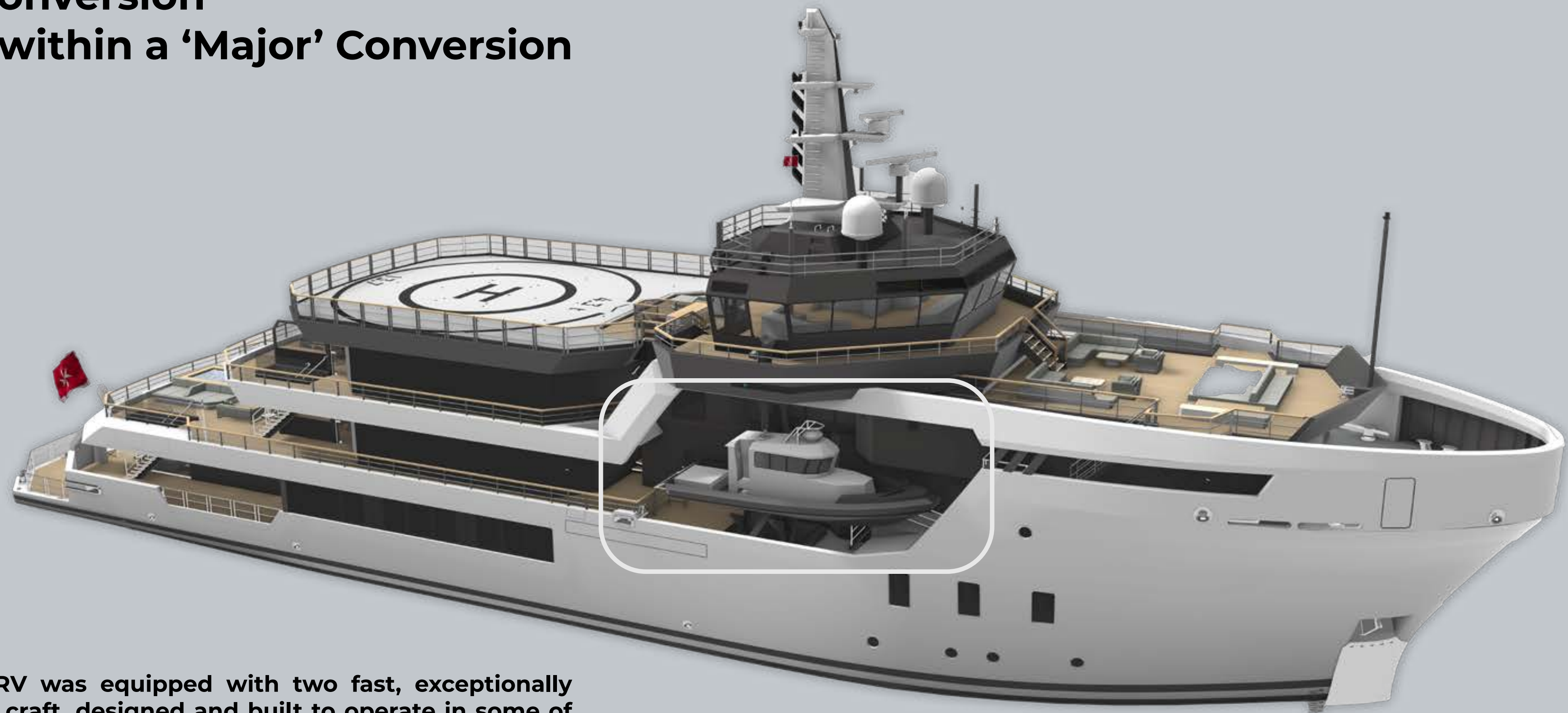
Explore
the eVSP





THE TENDERS

A 'Mini' Conversion within a 'Major' Conversion



The original ERRV was equipped with two fast, exceptionally robust daughter craft, designed and built to operate in some of the most hostile marine environments on the planet. Including them in the project was an easy decision. They had been part and parcel of the story since the beginning and new tenders of similar size and capabilities would cost more than double the price of their conversion.



Regenerated and renamed, Gurkha I and Gurkha II, they will now continue their journey alongside their mother ship.

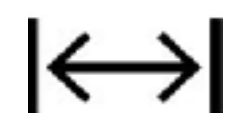
The 11.75m/38'6" tenders have a 3.50m/11'6" beam and were constructed by the Norwegian company Maritime Partner AS, one of the world's leading designers and suppliers of fast rescue boats.

After being stripped down to their bare hulls, blasted and repainted, they were rebuilt to luxury expedition yacht standards including a bathroom.

Gurkha I will be an open-style tender for use in warmer climates while Gurkha II will be a closed tender ideal for use in colder climates and rough weather. Both tenders will be equipped with two new inboard Volvo Penta D4 engines each delivering 230 hp giving each tender speeds up to 37 knots.



11.75m/38'5"
LOA



3.5m/11'5"
Beam



Top speed
37 knots

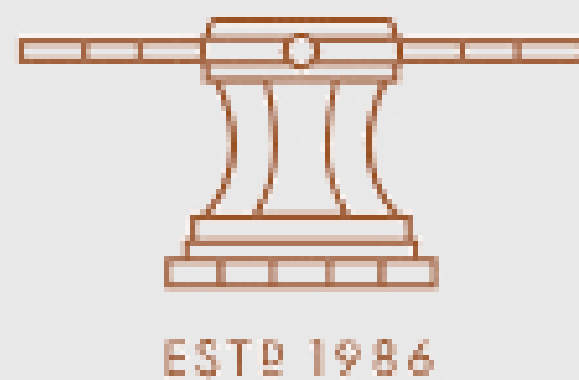


Volvo Penta
D4 engines



By Jachthaven
Bouwmeester

THE INTERIOR



WINCH DESIGN

"The interior of MASTER was inspired by the distinct layers of the ocean, with each deck seamlessly transitioning through a journey of light, texture and depth, while incorporating references to the construction and working heritage of the original ship".





[Download the GA](#)

Winch Design created MASTER's impressive interior with long voyages in mind.

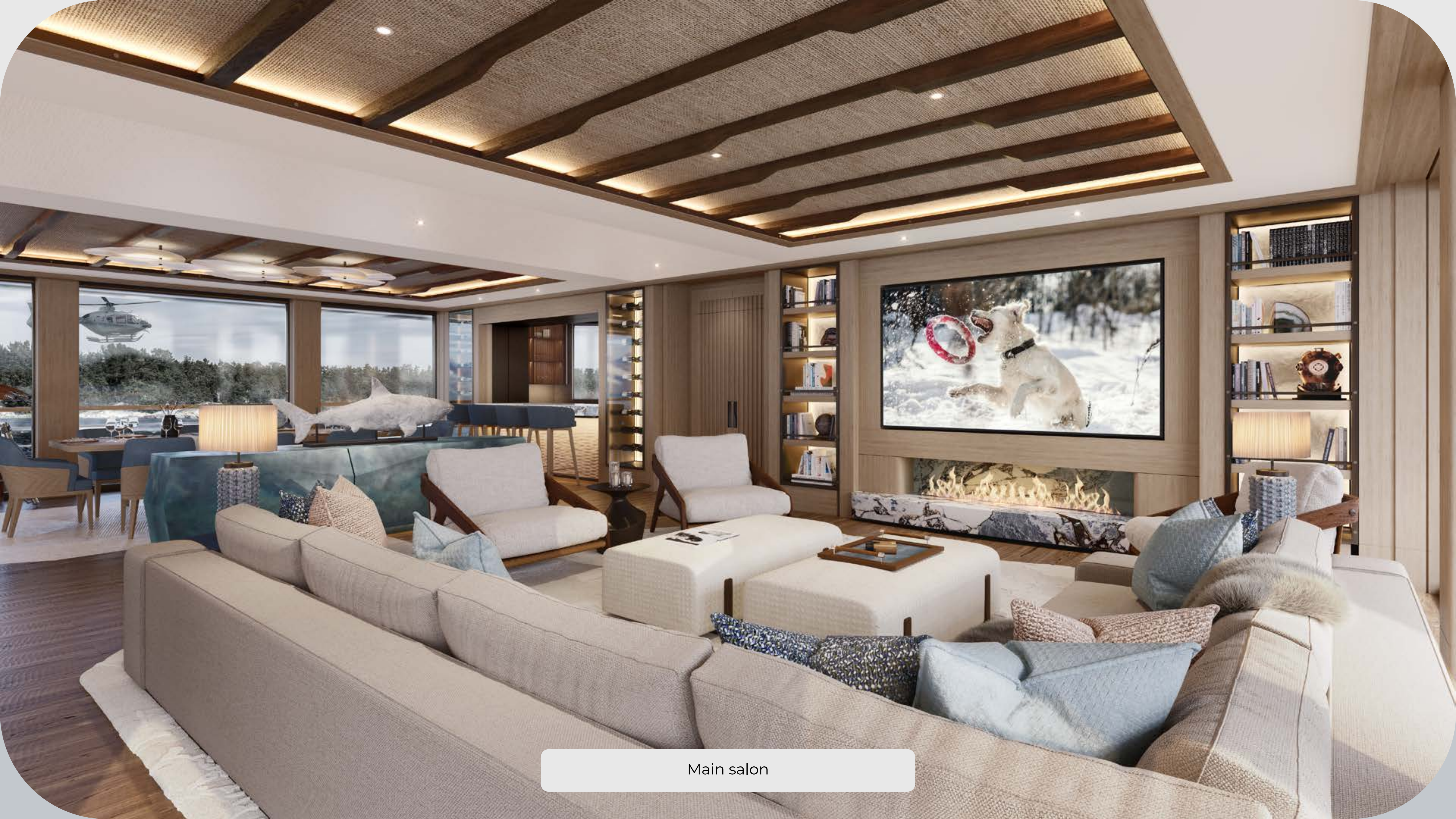
Based on Espen Øino's functional layout, the interior is spacious with exceptional headroom (2.50m/8'2") and floor to ceiling windows in most guest areas.

The entertainment deck, one level above the main deck, includes a spacious 123m²/1324 ft² salon with dining and conversation areas and the owner's "kitchen". Since MASTER was designed for long-distance cruising, there is also a large guest study with a private office for guests who still have business to attend to. The spa facilities are forward and include a massage room, gym and spa with sauna and steam room.

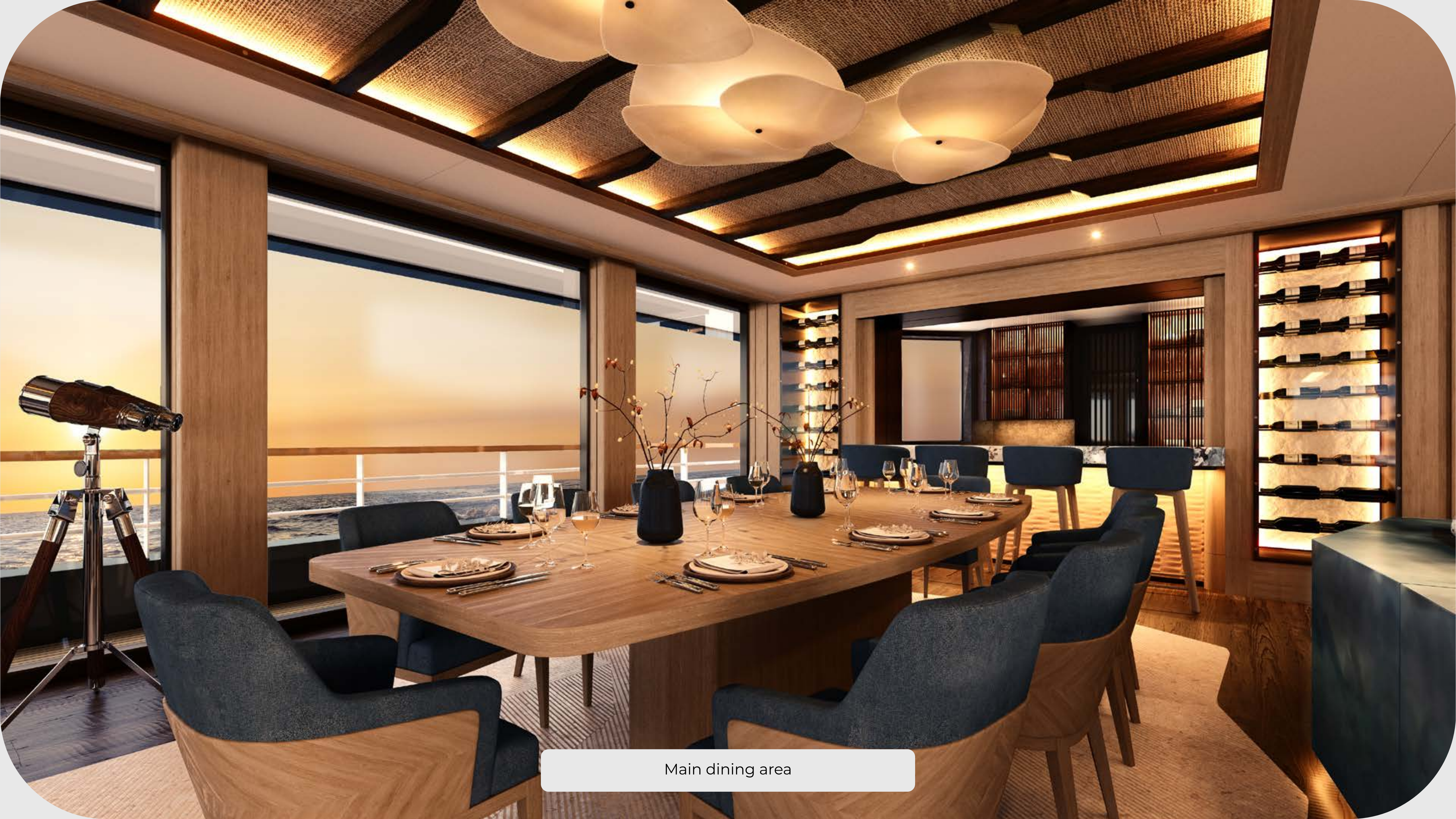
All guest accommodations are on the main deck. There are two VIP staterooms and three guest suites as well as a large entrance area with a ski room. A well-appointed science lab and dive facilities are below.

At the top of the yacht, the Owner's Deck features a spacious master stateroom, "his and her" dressing rooms and bathrooms with a tub for her. The private study and living area are aft and open onto a private deck.

The bridge has been designed for guest use. High up above the ocean, it has 360° views and is equipped with a dedicated planning area, the Admiral's table, and a comfortable lounge overlooking the helicopter deck.



Main salon



Main dining area



Master suite

Master bathroom





Main salon

The Multi-Purpose Deck

MASTER has excellent exterior spaces across four decks. When not in use, the helicopter deck can be turned into a 209 m²/2250 ft² entertainment area while the 118 m²/1270 ft² foredeck is equipped with comfortable seating and can be used as an open-air cinema in the evenings. Al fresco dining is on the spacious entertainment deck. The sheltered main deck aft, almost at sea level, offers easy access to the water, and functions as a beach club in warm climates.





“More and more owners are telling me they want more than just a fun cruise in the Mediterranean or the Caribbean. They want broader horizons exploring far-flung and exotic locations. And this kind of cruising requires specialized equipment and technologies which only an Expedition Yacht can offer”.

Micca Ferrero
Chairman, ICON Yachts

Project MASTER

Separating the men from the boys

a Major Conversion by

ICON
YACHTS

COMING SOON

<https://www.exploreryachtmaster.com/>

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