

CHRISTINA O

SPECIFICATIONS



EUR 52,000,000

MAIN SPECIFICATIONS

Length Overall:	325' 3" (99.13m)	Staterooms:	17 (Master + 16 cabins)
Beam:	36' 6" (11.12m)	Sleeps:	34 guests
Max Draft:	13' 6" (4,11m)	Crew:	40 crew
Builder:	Canadian Vickers (but completely rebuilt)	Crew Quarters:	18 crew cabins including Captain's: 6 single cabins, 9 with two bunks 2 with three bunks, 1 with four bunks
Delivery Year:	1943 / 1956 / 2001	Captain Cabin:	Suite near bridge, with office/lounge
GT:	1,802	Speed:	15 knots economy cruising, 19 knots max
Type:	Displacement	Range:	4,690-6,000nm depending on speed
Hull material:	Steel (almost all new steel 2001)	Main Engines:	2 x MAN-B&W 6L-27/38
Superstructure:	Aluminium	Engines fitted:	2001 (manufactured 2000)
Naval architect:	since 1999: Costas Carabelas	Fuel capacity:	277,780 Litres (73,380 Gallons)
Exterior designer:	Onassis era: Cäsar Pinnau	Water capacity:	81,600 Litres (21,556 Gallons)
Interior Design:	since 1999: Molindris + Associates.	Deck Material:	Teak (recently replaced)
Classification:	ABS (American Bureau of Shipping) A1, Passenger Vessel, AMS Class number 4301850	VAT status:	ex VAT, Commercial (may be VAT exempt)
Compliant:	SOLAS '74 (As amended) Load Line '66, and MARPOL '78	Flag:	Malta
Displacement:	2,291 tons	Guest capacity:	36 guests allowed cruising
		Dispensation:	157 passengers for coastal events

INTRODUCTION

CHRISTINA O inspires pride for many reasons.

The vessel and her crew of Canadian Royal Navy sailors were proudly involved in several heroic achievements during World War II.

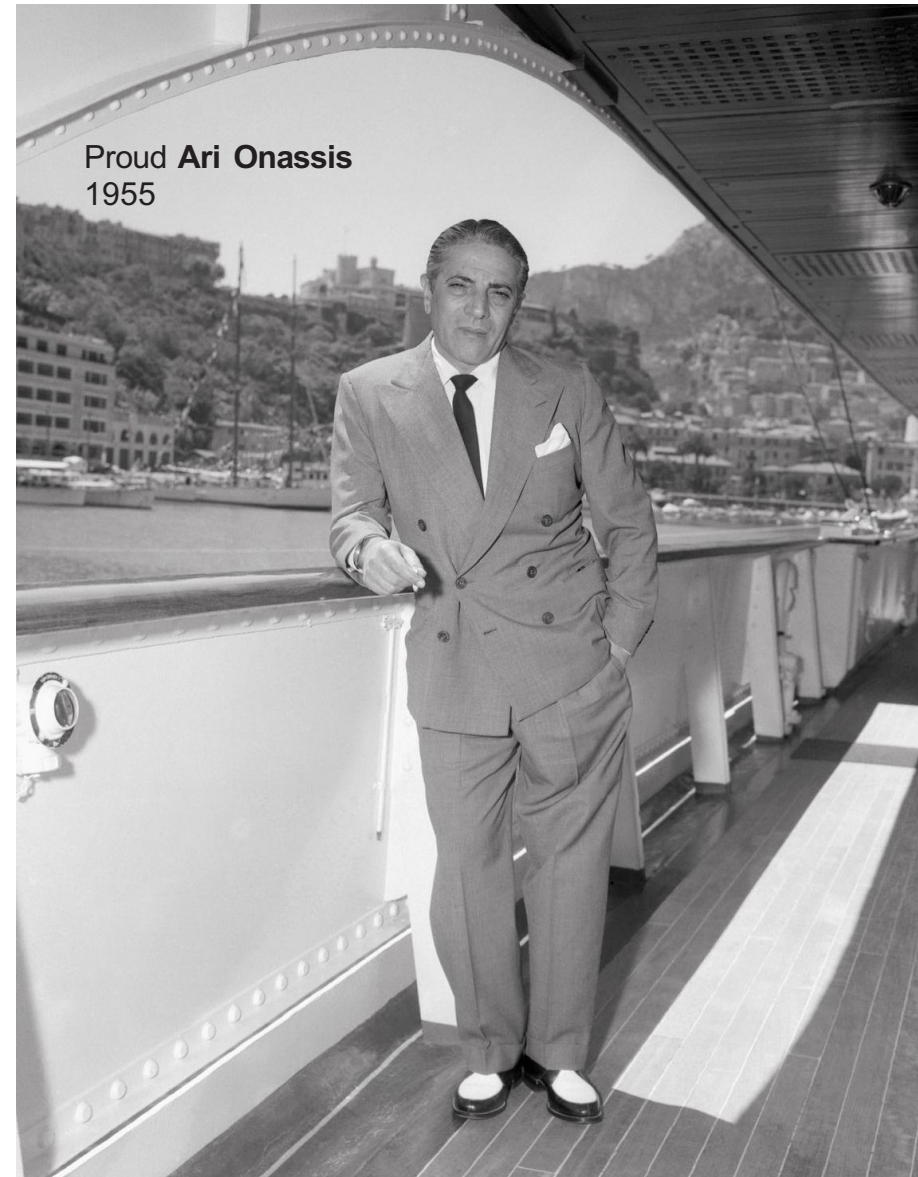
Aristotle Onassis repurposed the vessel after the war, and rebuilt her as the finest yacht of the post war era. You can see his pride clearly visible in the photos he had taken of himself soon after she was delivered to Monaco.

The story of Ari Onassis, Maria Callas, Jackie O, Sir Winston Churchill, and many others bring an emotional quality to the yacht. People genuinely love the romance, and that makes the owner and charterers proud to be associated with it.

The story of the rebirth of the yacht in 2001 is less well known, but is perhaps the most important for any potential purchaser. This document will allow a greater understanding of the extent of the rebuild from 1999 to 2001, which was quite extraordinary.

Since the rebuild there has been investment in upgrades and 'finishing touches' that are now, in 2024 realistically getting to the stage where the yacht is 'close to perfection'.

The great achievement of the 2001 rebuild was to produce a yacht that is classified as a Passenger Vessel, with the adherence to all the rules that are involved in that. This is the key that allows her to be the world's most successful charter yacht, which is another source of pride.



PRIMARY MACHINERY

Main engines: 2x MAN-B&W Alpha 6L27/38 (new 2001) developing 2,079kW (2,772hp), 800 RPM

Generators: 3x MAN-DEMP (new 2001) type D2840LE301-HGM534E 3x 470kW

Hours: Main engines: Port **18,313** – Stb **18,202**
Generators Total Hours: No 1: **32,768**
No 2 **33,754**, No 3: **28,992**.

Emergency gen' 1x MAN-DEMP Type D2866TE-HCM434C 176 kw output

Gear Box: 2 x Reintjes type WAF2345 ratio 3.286:1 (new 2001), as well as new shaft bearings

Propellers: four bladed fixed pitch propellers (new '01)

Speed: 14-15 knots cruising, 18.5-19 knots max

Consumption: 800 l/hr at 15 knots

Range: **4,690nm** at 15 knots with 10% reserve

Watermakers: 2 units producing 15m³ per day each

Thrusters: Bow thruster 260kW Brunvoll-Norway
Stern thruster 180kW Brunvoll-Norway

Sewage: JET-Norway vacuum toilet system
Treatment system Hamann

CAPACITY OF TANKS

Diesel Fuel: Tanks comprised (volume in m³): 120.7 + 45.05 + 28.58 + 7.87 + 7.87 + 29.57 + 13.02 + 13.02 + 5.72 + 5.72 + 1.29 = **277.78m³ (277,780 litres)**

Fresh water: Tanks comprised (volume in m³): 11.85 + 18.01 + 4.4 + 4.4 + 10.56 + 16.19 + 16.19 = **81.6m³ (81,600 litres)**

Lub oil: 9.76m³

Other tanks: 55.86m³ including 33.55m³ pool tank

Ballast tanks: 77.54m³

Permanent ballast: 137.09m³

STORY OF THE REBUILD 1999 to 2001

Perhaps the two greatest achievements of the rebuild were:

To retain the same characteristics from the Onassis time.

To meet all IMO and ABS Class rules & requirements for a Passenger Vessel.

It is important to understand the extent of the rebuild. The finished yacht today resembles so faithfully the Onassis era yacht that people could be forgiven for thinking that much of the original yacht remains. This is not the case.

The rebuild involved removing all of the interior decorative elements to be restored and integrated with an entirely new interior, meeting all the rules & requirements.

The steel hull was completely replaced. This starts to give an illustration of the extent of the rebuild. The original hull from 1943 was built using countersunk rivets (welding was not used in shipbuilding at the time). The rebuild team preserved the extreme bow and stern sections for historical reasons, and the hull was replaced with new steel of 10mm on the sides and 12mm thickness at the bottom.

All pipes were new, and Copper-Nickel (CuNi 90/10) pipes for Engine Room seawater systems for longevity. In fact everything was specified for longevity.

MAN Alpha engines were chosen to give the required power with lower RPM speeds. While most yachts run at 2,000 - 2,300 RPM at cruising speed, the MAN Alpha engines run at 800 RPM.

**“It would have been easier to build a new yacht.”
Costas Carabelas**



OTHER EQUIPMENT

- Oily water separator:** made by VICTOR
Air compressors: 2 units made by SPERRE
Diesel purifiers: 2 units made by WESTFALIA

Galley: All USPH standards

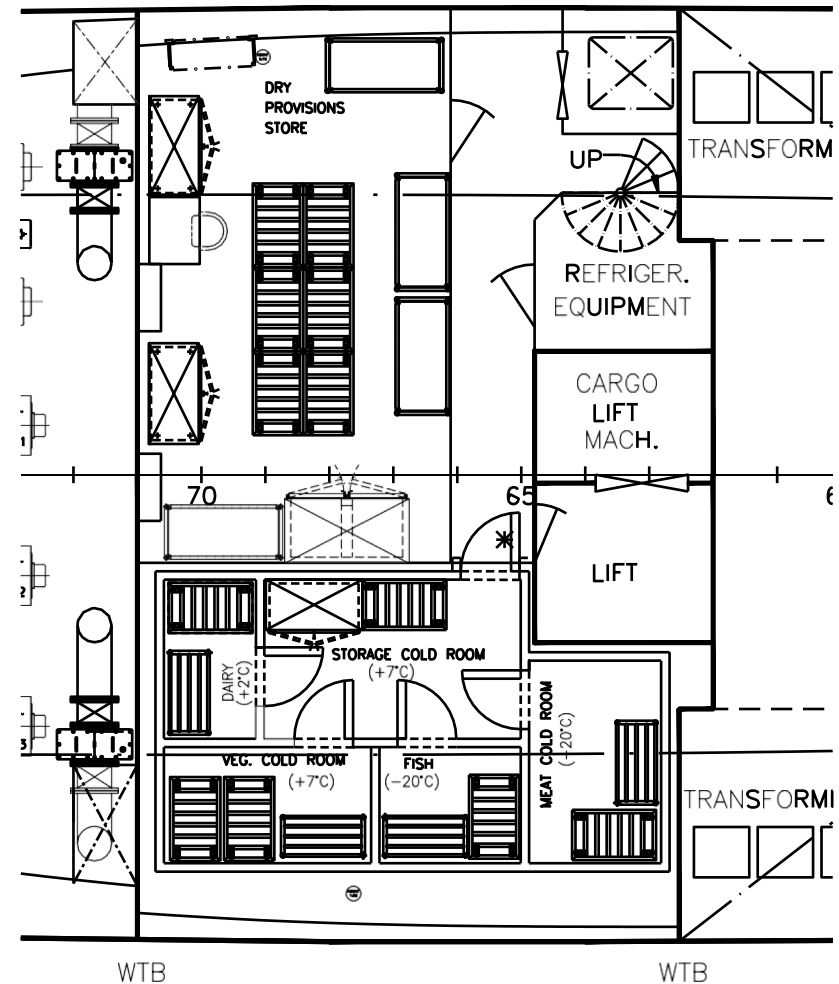
- Main galley**
- Hot Galley**
- Cold Galley**
- Prep Area**
- Scullery**
- Pot Wash**
- Service lift**

Link to video tour of galley available on request.

Provisions store: USPH standard stores with air-conditioned dry stores and refrigerated cells for dairy, vegetables, meat, fish and a cold room (see enlarged layout).

This is a very impressive store arrangement for a yacht.

It enables catering on a large scale to a high standard.



M/Y "CHRISTINA O."
PROVISION STORES (scale: 1/50-A3)

STORY OF THE REBUILD - continued

In 1999 the yacht was stripped out completely to a bare hull. almost nothing of the original yacht remained. As well as the hull being replaced with new steel, the aluminium superstructure was repaired and modified, to suit the new arrangement and Passenger Vessel rules.

A total of **630 tonnes of hull steel was replaced**, and **95 tonnes of new 5083(H111) Aluminium Marine Shipbuilding Alloy**.

The three primary generators each produce 470kW of power. It was carefully calculated that the maximum power load the yacht consumes under the heaviest use (A/C, galley, thrusters all on) would be covered by running only two generators. This ensured **redundancy** for one generator to be undergoing service without impacting the operation of the yacht.

All pumps were new, and the best German pumps were chosen. Seawater and important service pumps are made of bronze with stainless steel shafts.

The entire HVAC system was installed in 2000 and the A/C **was upgraded again in 2020** with the new screw-type compressors. The A/C system is based on Fresh Air supply.

Other recent upgrades include:

Balast Water Treatment System, Peplink repeaters for wifi, Dual ECDIS, BNWAS, VDR (Voyage Data Recorder), VSat, Solid Batteries, UPS for all safety systems inc Control & Automation, Gyro with UPS, Satellite Compass, CCTV.



Charter success led to continued capital investment

DECK EQUIPMENT

Swimming pool: Minoan art mosaic tiles (restored), tank structure (renewed), pool platform renewed, mosaic tiles re-fitted, new platform lifting mechanism fitted (only the original reduction gear overhauled but kept due to it's engineering excellence).

Jacuzzi: JACUZZI hot tub on the Promenade Deck.

Life Saving: 2x WATERCRAFT enclosed life-Rescue boats 60 pax capacity each, with SCHAT-davits.
4x life rafts of 25 pax capacity each. Life jackets as per LSA code. 8x additional life rafts for 20 pax each.
The purpose is the vessel be able to carry 157 pax for events within certain safety constraints.

Tenders: 2x hand made wooden HACKERS (new 2001 both completely refit 2022)
1x RIB "Olympic Cruiser" 720 (2019), 200hp
1x Medline 8.3m (2023) with 2x 300hp engines.

Jetskis: 2 x SeaDoo TRIXX wave runner (new in 2023)
1 SeaDoo GTX Pro wave runner (new in 2023)

Washdown eq.: Full inventory of washdown gear

Breathing Ap.: 6 sets of BA & protective apparel

Firefighting: Full inventory of firefighting gear

EPIRB: 2x McMURDO SMARTFIND E8 AUTO

Windlass: 2x original combined anchor windlass and mooring winch, with new double electro-hydraulic power plant. Only the Heads and Gears are used for historical purposes.

Aft winches: Original two aft winches, treated as per Windlasses above.

Anchor Chain: 8 Shackles on port, 9 Shackles on Stbd.

Steering gear: Single rudder with original Rudder Blade and Rams used. New in 2001 was the Double Electro-hydraulic system.

BRIDGE EQUIPMENT

ECDIS:	Dual ECDIS from FURUNO	Helming wheel:	ANSHUTZ, with additional joystick control
AIS:	CODEN Class A 2x McMURDO rescue locating dev./SARTs	Thurster controls:	BRUNVOLL bow & stern thruster controls
Voyage Data rec.:	FURUNO VR-7000 Data Recorder	Public Address:	STEENHANZ ETB-PK10 PA system
Disctress signal:	FURUNO INMARSAT MES	Gyro Compass:	ANSHUTZ
GMDSS panel:	RAYTHEON AU 2000 distress panel	Lighting controls:	Deck lighting switchboard.
GPS units:	2x FURUNO GP 170	Alarm monitoring:	KAFOUROS TECH RS4008
Screens:	2x FURUNO PCU 30-10 2x FURUNO MU-231	BNWAS:	NAVITRON NT990
Radar (ARPA):	2x FURUNO FAR2817 and FAR2318	Nav Light control:	AQUA SIGNAL
Satellite compass:	FURUNO SC-702	Shell door ind'or:	Shell door indicator interface
VHF:	FURUNO FM-8900S VHF SAILOR RT5022 VHF DSC Multiple handheld VHF radios (8 seen) 3x survival craft VHF: ICOM IC-GM1600E	CCTV screens:	VIEWSONIC Multi-view screen
MF/HF:	JRC NCM-2150 MF/HF Controller	NAVTEX:	JRC NKG-800 JRC NCR-333 NAVTEX Receiver
Inmarsat:	2x FURUNO FELCOM 18	Computer:	DELL Bridge Computer + printer
Alarm panel:	FURUNO (linked to ECDIS)	Indicator Panels:	Door open/closed Mimic panel Fire Zones panel Sprinkler Mimic panel Watertight bulhead doors panel
Echo Sounder:	FURUNO FE-800	Fire Alarm panel:	SCANA SERVOTEKNIKK MBSA-809
Autopilot:	RAYTHEON ANSHUTZ NautoPilot 2020	AC Control panel:	Bespoke system.
Conning:	ANSHUTZ NautoConning FURUNO NautoConning screen	Other:	CONSILIUM Log, STEIN SOHN Clock, YOUNG Wind Tracker
		Bridge Wings:	Bow & stern thruster controls on wings

INTERIOR EQUIPMENT

Fire Protection: SERVOTECHNIKS smoke detectors C02 system for the Engine Room space Fire Line System
Sprinkler System (beyond requirements)
Low Location Lighting System
Breathing Apparatus (BA x6 sets)
EEBD (Emergency Escape Breathing Devices)

Laundry:

USPH standard laundry room

4x washing machines
2x Dryers
1x Ironing Table
1x Roller Iron
Adjacent linen store.

Pantry:

USPHH standard pantries are arranged as follows:

Elevator: Guest Elevator / Lift serving 2 decks
Service Lift serving 2 decks

Bars: Equipped to USPH standards
Aris Bar on Main Deck
Jacuzzi Bar on Promenade Deck

Pianos: 2x STEINWAY pianos
1x ROLAND RG – 7

Spa: Two spa treatment rooms
Shower room (new 2022)
Mani-Pedi area
Hair & beauty room

Gym: TECHNOGYM running machine
TECHNOGYM elliptical trainer
TECHNOGYM bicycle with big screen
TECHNOGYM free weights

Crew Mess Pantry on Deck 2

Pantry adjacent to Ari's Bar on Deck

Pantry forward of Dining Room on Deck 3

Pantry on Promenade Deck on Deck 4

SPECIAL FEATURES

The finished yacht achieves the desired result: A fully rebuilt yacht that retains the characteristics from the Onassis time. Of special note:

The fireplace in the Jackie O Lounge made of lapis lazuli.

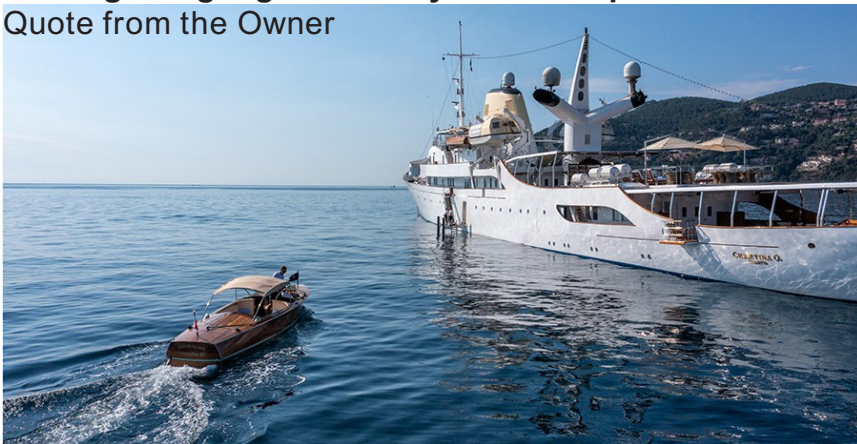
The original spiral stairway made from bronze and onyx.

The original bar installed by Onassis “made from the timber of a sunken Spanish Galleon” and scrimshaw art, together with the famous bar stools, with whale scrotum leather (under protective covers).

The yacht has an amazing collection of art and memorabilia which add to the romance and magic. Items included and excluded to be confirmed in the Inventory Document.

The yacht has two Hacker Craft tenders. **“To cruise along in a Hacker is amazing, and to be able to see another one cruising along together with you is an experience”**

Quote from the Owner



SPACE AREAS

Onassis Suite:

Bedroom
Bathroom
Library / lounge

Guest cabins:

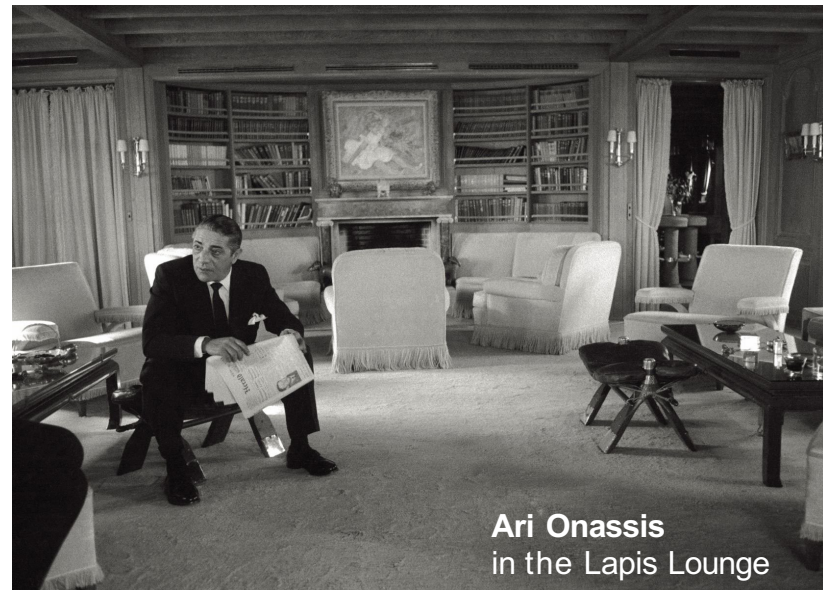
Andros & Lesbos	21.50 m ²
Chios & Ithaki	20.00 m ²
Crete & Mykonos	18.50 m ²
Santorini	17.20 m ²
Rhodes & Tinos	14.50 m ²
Corfu	16.20 m ²
Zakynthos & Kefalonia	18.50 m ²
Delos & Skopelos	15.50 m ²
Syros & Evia	13.00 m ²

INTERIOR:

Callas lounge	74 m ²
Churchill Library	31 m ²
Dining room	109 m ²
Lapis Lounge	55 m ²

DECK AREAS

Pool Deck:	80 m ²
Jacuzzi Deck:	112 m ²
Funnel Deck	28 m ²
Compass Deck:	80 m ²



REASONS FOR THE YACHT'S SUCCESS

Rare to find a Passenger Vessel yacht for 34 guests.

Ability to host up to 157 people at anchor or local cruising.

She is probably the most famous yacht in the world.

People are proud to go on board and experience the yacht.

Onassis is still a popular figure today in modern history.

Feeling of being in company with Jackie O (Jackie Kennedy), Maria Callas, Sir Winston Churchill, and many other important figures of the 20th Century.

The great reputation in the charter business:

100% client satisfaction

Many clients re-book multiple times

Brokers enjoy working with the team

Excellent cuisine

Note that the yacht has bookings through to 2025.

Average is roughly 12 weeks paid charter per year.

95 days charter booked in 2023.

Success as a location for TV and film production:

The Crown, season 5 episode 1

Triangle Of Sadness

Success as a venue for wonderful private weddings.

