

STARSHIP - VAN MILL



Builder: [VAN MILL](#)

LOA: 143' 0" (43.59 m)

Year Built: 1986

Beam: 26' 0" (8.18 m)

Model: Tri-Deck

Max Draft: 23' 0" (7 m)

Price: \$3,895,000 USD Subject to change.

Cruising Speed: 13 Knots (14.96 MPH)

[See full listing on our website](#)

Location: Fort Lauderdale, United States

Max Speed: 17 Knots (19.56 MPH)

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OVERVIEW

Presenting STARSHIP, an exceptional luxury motor yacht for sale that combines generous volume with a proven charter pedigree to satisfy the most discerning yachtsman. Fresh from a comprehensive 2020 refit and propelled by twin CAT 3512B engines, she cruises comfortably at 13 knots and, with a shallow 7' draft, affords effortless worldwide cruising. Her timeless superyacht interior marries marble with rich Makore and Mahogany; five elegant staterooms welcome 12 guests, supported by accommodations for 9 crew, making this refined charter yacht ready for unforgettable voyages.

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
1986

Sub category:
Motor Yacht

Country:
United States

Model Year:
1988

Dimensions

LOA:
143' 0" (43.59 m)

Max Draft:
23' 0" (7 m)

Beam:
26' 0" (8.18 m)

Speed, Capacities and Weight

Cruise Speed:

13 Knots (14.96 MPH)

Water Capacity:

2000 Gallons

Max Speed:

17 Knots (19.56 MPH)

Fuel Capacity:

14000 Gallons

Gross Tonnage:

371 Pounds

Accommodations

Crew Cabin:

4

Hull and Deck Information

Hull Material:

Aluminum Yachts

Hull Designer:

N/A

Deck Material:

Aluminum

Interior Designer:

Bonville Associates Inc

Hull Configuration:

Semi-Displacement

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

Caterpillar

Fuel Type:

Diesel

GALLERY







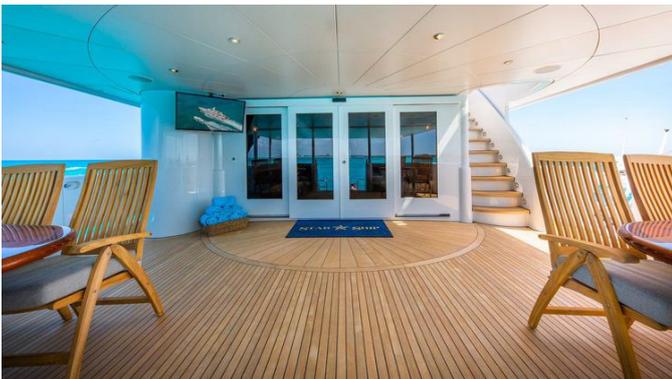












DETAILED DESCRIPTION

Overview

STARSHIP has been fastidiously cared for since launch by several prominent yachting families, preserving her Dutch pedigree and elevating her with a sequence of thoughtful refits that make her as compelling as she is proven. She accommodates twelve guests in five staterooms, served by seven heads and offering convenient dayheads on both the main and bridge decks, while crew and service areas remain fully separated and professionally outfitted. A transformative \$8,000,000 refit in 2003–2004 introduced new interior furnishings, a full paint job, an eight foot sundeck extension and the installation of 3512B Caterpillar main engines in 2003; Quantum Marine Zero Speed stabilizers were added in 2006 and a \$2,000,000 refresh in 2015 delivered another full paint and new soft goods in the main salon. The 2020 program remodeled the skylounge, renewed the bottom paint and installed two new ten ton chillers, and a comprehensive program through 2024–2025 culminated in the main engines being taken down to the crank and rebuilt to zero time with all updates in 2025, an investment of \$1,000,000 in parts and labor. Powered by twin KaMeWa waterjets, STARSHIP cruises comfortably at eleven to thirteen knots with a maximum of seventeen knots, delivering an exceptionally smooth ride and a shallow seven foot (2.1 meter) draft ideally suited to Bahamas cruising. Turnkey and meticulously maintained, she arrives ready to cruise with her next owners. Her highlights underscore pedigree and capability: Caterpillar 3512B main engines rebuilt to zero time with comprehensive updates, a Bonville Associates interior framed by oversized windows that flood the main salon with light, Quantum zero speed stabilization, a shallow seven foot draft perfect for island waters, a reputable charter history, five trans Atlantic crossings on her own bottom and fresh

bottom paint completed in 2025.

Walkthrough

Board at the generous swim platform and ascend the centerline, double wide staircase to the aft main deck, where facing forward on both port and starboard you'll find intimate seating for six at twin tables. Through the double sliding glass doors, the main salon opens with bench seating to port and starboard, flowing forward to a large round glass dining table for six to port and, to starboard, a full service bar with four stools whose backlit onyx top invariably becomes a conversation piece. Ahead, a central banquette anchors the space with port or starboard side walk around access to a sofa and four chairs, while a mirror on the forward bulkhead discreetly reveals the television when retracted. Continue forward to port to find the stairway down to the guest accommodations, with the stair up to the skylounge adjacent. A foyer unfolds ahead with storage to starboard; at its forward end, the dayhead lies starboard and the galley entrance to port. Two steps further forward rise to a dramatic circular dining area offering 270 degree views and a grand round dining table for twelve. Within the galley, steps forward to port descend to the crew area. Returning to the guest stair, the full beam owner's suite lies forward at midships with a spacious bathroom placed forward on centerline. Aft and to port of the owner's suite is a queen guest stateroom with a Pullman berth and an ensuite head forward; to starboard, a twin guest stateroom also features an ensuite head forward. Further aft, matching king bed VIP staterooms to port and starboard each include ensuite heads forward. Back up in the skylounge, you arrive at the forward end where a dayhead sits to starboard. The lounge itself offers a large U shaped sofa with two chairs and a coffee table, a starboard side desk with chair and computer, and, just aft to starboard, a 39" television. Moving forward beyond the dayhead, the captain's cabin is to port and the ship's office to starboard, with the pilothouse beyond.

Step through the aft skylounge door to the sky deck, where a full bar to starboard serves the space and stairs to port lead up to the sundeck. On centerline, a large square teak table seats ten, while aft you'll find chaise lounges, a sofa, and small end tables. Further aft there is dedicated space for two jet skis and two davits rated at one thousand pounds. Ascend to the sundeck to discover a centerline Jacuzzi beneath the arch with forward facing seating, a sunpad to starboard of the tub, and expansive U shaped seating both port and starboard aft. Beyond, there is space for additional jet skis, an inflatable tender, and a two thousand five hundred pound davit.

Galley and Laundry Equipment

The yacht's culinary spaces are comprehensively outfitted for professional service and effortless entertaining. The galley features a double door custom stainless steel Delfield refrigerator, a custom stainless steel Delfield freezer new in 2020, and an Everest refrigerator, complemented by a Scottsman icemaker added in 2021. Cooking is handled by two GE ovens and a Viking six burner induction range installed in 2020, while cleanup is streamlined by a Miele dishwasher also new in 2020. Al fresco cooking is a delight with a gas grill on the pilothouse deck aft, added in 2020. Distributed refrigeration and ice support include two U Line refrigerators (pilothouse deck aft and skylounge), one U Line refrigerator at the salon bar, two SubZero BR700 refrigerated drawers in the guest foyer, two custom stainless steel top load freezers on the pilothouse deck aft, a Manitowoc Q210 icemaker on the pilothouse deck aft, a Scottsman DCE 33P at the salon bar, and two Model 424 wine coolers in the main deck foyer. Laundry facilities are equally robust, with a Bosch washer in the engine room new in 2020, a GE dryer in the engine room new in 2023, a Frigidaire washer for the crew new in 2021, a Maytag Neptune washer serving the guest accommodations new in 2019, and a Frigidaire dryer for the crew new in 2021.

Communication and Navigation Equipment

Connectivity and command systems are specified to true expedition standards. Communications comprise Furuno Inmarsat C satcoms, a Sailor 900 VSAT installed in August 2017, and a Panasonic hybrid telephone network, alongside a Sea 225 SSB in the radio room and two ICOM VHF sets. A Standard Horizon VHF with GMDSS, new in 2022, enhances safety. Shoreside and onboard workflow is supported by a Dell workstation in the radio room, a custom navigation computer in the pilothouse, and an Epson ET 4500 printer in the radio room. High speed data flows through Pepwave cellular internet and two Starlink dishes mounted in domes with two Starlink antennae on a global subscription, all new in November 2022. The dash panels were also refinished in November 2022. Navigation is equally comprehensive: twin radars—Furuno FR 1022 Mark 2A and Furuno RCR 1411 Mark 2A—both with 72 nm range, steering by an Anschutz Pilotstar D autopilot, and an Anschutz gyrocompass with a new sphere from December 2017. A classic 8" overhead compass complements depth data from a B&G Network depth echo sounder and a Furuno D RD 30 echo sounder. Positioning is delivered by two Garmin 741x5 GPS units (radio room and pilothouse) and a Furuno RP30 GPS in the pilothouse, with Transas and Nobletec plotter software. Weather and safety messaging arrive via a Furuno NX 700 Navtex in the radio room, with wind information from a B&G Network wind indicator and Furuno Inmarsat messenger and alarm for GMDSS. A modernized bridge suite added in 2022 includes two navigation computers with TimeZero, a Furuno satellite compass new in November 2022, a Furuno AIS also new in November 2022, an Em Trak AIS transceiver new in 2022, a new monitoring system, four Hetteland monitors, VHF with DSC, and two Furuno radars—X band and S band—each 72 mile, single phase, new in 2022.

Entertainment System

A comprehensive AV refit in November 2022 introduced an internet based TV system with simplified remotes throughout the yacht, unifying control and elevating onboard entertainment. In the main salon, a 55" LCD anchors the space, supported by a Pioneer DV4001, Marantz SR7002 and Marantz VC6001 components, Delphi satellite radio, a KVH HDII satellite TV receiver from August 2017, and an Xbox 360. The owner's suite features a 30" LCD with Panasonic surround sound. Across the guest staterooms, entertainment is delivered via four Panasonic 22" LCDs paired with four Panasonic DVD S25 units and a Panasonic 34" RX25. Aft deck viewing is via a Sony 32" LCD. In the skylounge, a 37" LCD is joined by a 26" Sharp HDTV with integrated DVD on the skylounge aft deck and a Niagra DSR 7.3. In the pilothouse, audio is handled by a Kenwood KDC MP6424.

Mechanical Equipment

Power comes from two Caterpillar 3512B diesel main engines rated at 2,250 hp each, installed in 2003 and now freshly rebuilt to zero time down to the crank with all updates. As of January 2026, engine hours stand at Port 250 and Starboard 250. Propulsion is via two KaMeWa 80 water jet units with waterjet propeller systems, turning through ZF BWK 750 gearboxes for authoritative, low vibration thrust. In November 2022, the fresh water tanks and system were cleaned, sealed, and super chlorinated, and all tanks were cleaned; in the same period, jet cables were replaced and the jet rams overhauled. Sixty percent of the jet hydraulic lines were replaced in November 2022, with the remaining forty percent renewed in 2025. In 2025, the entire hull plating over the aft ten feet of the yacht was replaced, and in November 2022 the hull was sounded and new plates installed where required, predominantly around the engine room. Historically, an average of eleven weeks of charter in the

Bahamas and Florida yields approximately 500 engine hours, a testament to her reliable operating profile. Fuel burn is efficient and predictable: at 1,200 RPM she makes 11 knots at 80 GPH, and at 1,450 RPM she makes 13 knots at 100 GPH.

Generators and Electricity

Electrical power is delivered by two John Deere Northern Lights 99 kW generators installed new in November 2022, with recorded hours in August 2023 at Port 500 and Starboard 500. They spin into 112 kW backends installed new in 2017 to provide 220V/3 phase/60 Hz output, with shore power at 208/480V/3 phase/60 Hz supported by an Atlas 85 kW shore power converter. Hotel loads are kept comfortable by a Cruise Air 40 ton air conditioning plant with twenty six air handling units, energized by two new chillers installed in 2021. Quantum Zero Speed stabilizers with ARC 3001 Mk2 control and fully serviced gyro stabilizers in 2022 contribute to motion comfort, while a Quantum bow thruster ensures precise low speed handling. Fuel and waste treatment systems include Alfa Laval purification, dual Racor 1000s on the mains and dual 500s on the generators (rebuilt in 2020), and a Headhunter Tidalwave HMX updated in 2020. Freshwater production is handled by a Watermakers Inc unit (new November 2022) rated at 85 US gallons per day. Command is from three helm/control stations located in the pilothouse and on the port and starboard wing stations, with light control panels renewed in November 2022.

Deck Equipment

Ground tackle and handling systems are robust and freshly serviced. The anchoring suite includes two Steen chain gypsies with capstans in a windlass system paired with new chains from 2020, two stockless Navy anchors,

overhauled anchor brake mechanisms in November 2022, and twin 5/8" x 400 anchor chains. Aft handling is aided by two Steen deck capstans at the stern quarters. Tenders and toys are handled by a Marquipt main tender davit rated at two thousand five hundred (rebuilt October 2021) and two Marquipt tender davits rated at one thousand (rebuilt October 2021), with two Nautical Structures deck cranes at one thousand lbs each overhauled in November 2022. Access is seamless via a Marquipt seven step accommodation ladder and a custom hydro electric Nautical Structures stern boarding gangway. Night operations benefit from twin ACR spotlights. Lifestyle touches include a transom shower and a sundeck Jacuzzi, as well as onboard fitness with an EFX Precore Peleton treadmill and free weights.

Safety and Fire Protection

Safety is comprehensive and conscientiously maintained. Four cameras monitor the aft deck, side decks, and engine room, with displays in the radio room and pilothouse and modulation to all TVs. Security and protection include two ship safes, FM200 systems in both the engine room and galley, and fire extinguishers distributed throughout the yacht, along with four units located at the pilothouse deck aft, the lazarette, the sundeck, and the foredeck. Firefighting readiness extends to two firefighting suits complete with self contained breathing apparatus, four canister liferafts recertified in November 2020, life rings on the pilothouse and main decks, ACR 406 Hz EPIRBs new in 2020, and a full complement of flares.

2020 Refit

Hull and deck works in September 2020 delivered fresh bottom paint, new non skid on both the swim deck and helideck, a new gas grill on the helideck, new anchor chains with re dipped anchors, custom sunshades and poles for

the helideck and workout area, and approximately \$50,000 invested in paint, blister repair, and improvements. In the engine room, turbos were rebuilt with new hot sections, new exhaust risers and vibration dampeners installed below both engines, steering pumps replaced, the HMX treatment plant controller and raw water pump renewed, blackwater transfer pumps replaced, main engine through hull exhaust valves replaced, most valves on the intake crossover pipe replaced, and generator through hull exhaust and water dump valves renewed. Two new Dometic ten ton chillers were installed in January 2021, the Headhunter treatment plant control system was updated, and the Alfa Laval unit was rebuilt. Electronics upgrades added Pepwave cellular internet, a new Aegean router and internet switch, new access points throughout, new amplifiers and a new control system for the outside stereo, new outdoor speakers and subwoofers, and a new Vantage lighting control system. Across the interiors: in the main salon the overhead and dining room air handlers were replaced and new artwork installed; in the dining room, wall panels were recovered, new sconces and artwork installed, and two air handlers replaced; in the galley the joinery was refinished with PVC faces, new wallpaper hung, and both a new icemaker and freezer installed; in the foyer, wall panels were recovered with new sconces, artwork, and mirrors added; in the owner stateroom the sofa was re-covered and modified; in the guest staterooms, new wallpaper, bedding, carpet, and curtains were added, Sleep Number beds (2019) retained, and new TVs, remotes, DVD players, amplifiers, artwork, and sconce lights installed; in the upper foyer, wall panels were recovered with new sconces and artwork; on the bridge, all upholstery including dash panels, the captain's chair, and bench seat was recovered, a new stereo fitted, and horn switches added port and starboard for wing station use; in the sky lounge, a remodel introduced new blinds, a new sofa and table, sconces, and a new computer; and in the crew lounge, wallpaper was replaced and new flooring fitted.

2023 Update

A fresh bottom paint application renewed the running surfaces for the 2023 season.

Crew Lounge

For the crew's convenience, the lounge includes a microwave and two under counter refrigerators, ensuring round the clock refreshments without encroaching on guest spaces.

2024/2025 Refit and Updates

A sweeping program of upgrades through 2024 and 2025 fortified systems across the yacht. The air system was renewed with new compressors and a new tank; the fuel transfer system was fully serviced; black and grey water pumps were overhauled; and both the intake and exhaust fan motors in the engine room, as well as the galley exhaust fan and the crew/guest exhaust fan motors, were replaced. The grey water aluminum pipeline was replaced with PVC, a new 24V bilge system was installed along with bilge filters, and the port generator alternator was repaired with both generators fully serviced. Fuel lines for both the generators and main engines were renewed, Racor filters for the engines replaced, and the Alfa Laval system received a complete overhaul with a new electrical panel. The main engines were fully overhauled, starboard and port capstans completely rebuilt, and the low pressure Kamewa system pump and motors replaced. The shore power converter was serviced, new washing and drying machines were installed in the engine room, and the engine room fire system was repaired. Interior and exterior lights were replaced, aluminum pipelines were changed to PVC including the fire line, and the black water treatment plant received full service. The main switchboard

saw a partial service with breakers and cooling fans replaced, a crack in the dirty oil tank was repaired, and all seven tanks—black and grey water, freshwater, clean and dirty oil—were flushed. Air handlers were replaced, chillers received regular chemical flushing with one of four reported non functional, and new PVC pipelines were fabricated for the chiller raw water pumps. All sea water (skin) valves were replaced, new sea water filters installed, and a cracked black water tank ventilation line in the crew area renewed. The freshwater system was improved with an accumulator and filters, toilets were overhauled, stabilizer and bow thruster serviced, and the CAPAC system replaced with a new unit. The Kamewa power pack underwent a full overhaul and, as of June 2025, all leaks in the system were eliminated. Chiller system insulation was replaced, the Jacuzzi fully serviced, and the emergency aluminum bilge pipeline was replaced with PVC and hose. Holes in the engine room exhaust air duct were sealed using Belzona. The galley refrigerator and aft freezer were fully serviced, with new compressors fitted to the aft freezer. Interior overhead panels were replaced, Kamewa jet drives fully overhauled, and anchor winches serviced. Firefighting equipment and life saving appliances were serviced with renewed certification, open deck drains were replaced and leaks resolved, and new tank sensors and a PMS were installed. Bridge monitors were upgraded. Power take off systems were inspected and serviced, transmissions inspected and serviced, and new galley equipment arrived in 2023. All laundry equipment was serviced, rusted hinges and latches replaced, and jet skis and Seabobs were serviced. The teak was sanded, the superstructure polished with lockers painted and organized, a crane load test was completed, and hydraulic lines were flushed. Structural and maintenance projects included extensive welding and plate work on the swim platform, a new bottom job with fresh paint, stabilizers serviced, new zincs added, engine room and bilge painting, removal and storage of the passarella, servicing of electrical switchgear, painting of all nonskid decks, replacement of the PTO for the hydraulic system, and service and/or

replacement of all thru hull valves and overboard discharges. Additional technical specification includes Twin Volvo D11 725hp IPS 950.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

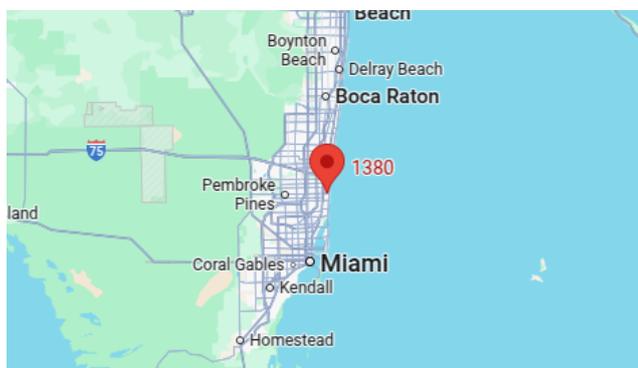
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019