

ROCK.IT - FEADSHIP



Builder: [FeadShip](#)

LOA: 198' 0" (60.35 m)

Year Built: 2014

Beam: 35' 0" (10.90 m)

Model: 60 meter

Max Draft: 35' 0" (10.67 m)

Price: \$49,500,000 USD Subject to change.

Cruising Speed: 12 Knots (13.81 MPH)

[See full listing on our website](#)

Location: West Palm Beach, United States

Max Speed: 15 Knots (17.26 MPH)

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OVERVIEW

A 2014 exemplar of Dutch shipbuilding finesse and contemporary refinement, this 198-foot steel motor yacht marries the naval expertise of Feadship De Voogt Naval Architects with the serene, sculptural interiors of Sinot Yacht Design. Located in the United States and conceived for true blue-water passages, she combines steadfast engineering with a polished onboard ambience that invites extended exploration in absolute comfort.

Stretching to a 198 ft LOA with a commanding 35 ft beam, her generous volume—approximately 1,051 GT—provides a capacious stage for gracious living. Sinot's interior language is present at every turn: elevated yet warm volumes flow from airy salons to more intimate retreats, finished in tactile materials and artisanal detailing that speak to careful proportion and luxurious restraint. Thoughtful sightlines frame broad ocean views while a muted, layered palette and custom furnishings create spaces equally suited to lively entertaining or quiet repose.

Aft and along her decks, broad teak-clad terraces offer versatile outdoor living, perfect for morning coffee in unruffled light, shaded al fresco dining, or evenings under the stars. Built with a steel hull and decks as a single, dependable monohull, she imparts the solidity and confidence owners expect for ocean-going itineraries. Her deep, sea-kindly hull form contributes notable stability underway and supports a seafaring range-minded composure.

Propulsion comes from twin MTU inboard diesels, delivering dependable power with an economical 12-knot cruising speed and the capacity to reach 15 knots when required. Long-range capability is emphasized by substantial tankage, with roughly 33,286 gallons of fuel and 7,238 gallons of freshwater enabling weeks away from port. The yacht's hotel systems accommodate guests comfortably with nine heads, while seven dedicated crew cabins ensure a professional team can provide attentive, continuous service.

This is a superyacht engineered to lift every moment at sea. From the unwavering strength of her steel construction to the refined sophistication of Sinot-styled interiors, she stands as an exceptional private sanctuary—robustly built, exquisitely appointed, and prepared for global discovery.

Keywords: Superyacht, Motor Yacht, Luxury Yacht, Mega Yacht, Steel Hull, Displacement, Monohull, Ocean Going, Long Range Cruiser

SPECIFICATIONS

Basic Information

Category:
Motor yachts

Year Built:
2014

Sub category:
Mega Yachts

Country:
United States

Model Year:
2014

Dimensions

LOA:
198' 0" (60.35 m)

Max Draft:
35' 0" (10.67 m)

Beam:
35' 0" (10.90 m)

Speed, Capacities and Weight

Cruise Speed:

12 Knots (13.81 MPH)

Water Capacity:

7238 Gallons

Max Speed:

15 Knots (17.26 MPH)

Fuel Capacity:

33286 Gallons

Gross Tonnage:

1051 Pounds

Accommodations

Total Heads:

9

Crew Cabin:

7

Hull and Deck Information

Hull Material:

Steel Yachts

Hull Designer:

Feadship De Voogt Naval Architects

Deck Material:

Steel

Interior Designer:

Sinot Yacht Design

Hull Configuration:

Monohull

Engine Information

Engines:

2

Engine Type:

Inboard

Manufacturer:

MTU

Fuel Type:

Diesel

GALLERY













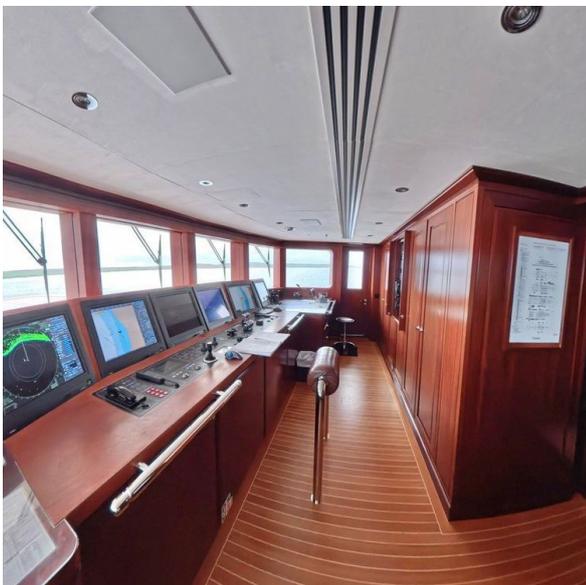






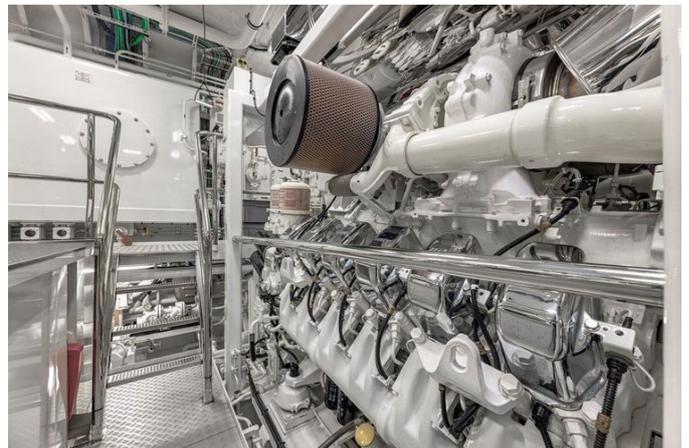


















DETAILED DESCRIPTION

About rock.it

Delivered in 2014 by the world renowned Dutch shipyard Feadship (De Vries), the 60.4 m (198') motor yacht ROCK.IT stands as a benchmark of fully custom superyacht excellence. Commissioned by a highly experienced owner and conceived inside and out by Sinot Yacht Design & Architecture ([//sinot.com](http://sinot.com)), she fuses timeless elegance with cutting edge engineering and exacting Dutch craftsmanship to create a yacht of rare poise and authority. Lloyd's Registered and MCA LY2 compliant for commercial operation, ROCK.IT has been fastidiously maintained since launch. Under her original owner she remained private for nine years and was never chartered; the second owner, in 2023, introduced a very limited invitation only program for friends and family. Today, she charts just four to six weeks annually—generating meaningful revenue that helps offset operating costs—yet remains preserved in pristine condition for her next custodian. ROCK.IT welcomes up to thirteen guests in six exquisitely appointed staterooms: a full beam Owner's Suite on the main deck; two generous VIP suites with king size beds; a European king guest cabin; a twin cabin with a Pullman berth; and an additional cabin that can be arranged for two guests or crew. Crew accommodations are equally well considered, with five double bunk cabins forward on the lower deck, plus dedicated quarters for the Captain, Chief Engineer, and an additional Officer's Cabin, each designed for two. A particularly thoughtful innovation is the Captain's Cabin, finished to owner level luxury with underfloor heating; in 2024 this space was converted into a sixth VIP stateroom, a coveted enhancement that elevates guest capacity. The Captain may alternatively be relocated to the Officer's Cabin aft of the wheelhouse, or the Captain's Cabin may remain unchanged while the Officer's Cabin provides a sixth stateroom

with two bunks—rare versatility for owners prioritizing guest flexibility. With her classic white hull, contrasting boot top, and graceful proportions, ROCK.IT presents an unmistakably elegant yet purposeful profile. Sculptural exterior lines draw inspiration from Italian sports cars, flowing into an interior architecture that mirrors this sense of motion and balance. The seamless continuity between exterior and interior makes the yacht feel coherent, refined, and unmistakably bespoke. Inside, ROCK.IT is a masterclass in classic contemporary design. Every element was custom drawn and crafted exclusively for this yacht, true to Feadship's philosophy of clarity, precision, and enduring relevance. The main salon is a formal reception space that transforms effortlessly into a private cinema, with a large TV descending discreetly from the ceiling between salon and dining. Furnishings throughout are custom creations by acclaimed New York designer Frank Pollaro ([//pollaro.com/our-story/](http://pollaro.com/our-story/)), produced expressly for ROCK.IT. Architectural elements in richly figured crotch mahogany are complemented by a bespoke chandelier and custom wall lighting, enveloping the room in quiet grandeur and warmth. Materials include ebony Macassar, sycamore inlays, and finely textured chenille upholstery. The formal dining table—centered by a Macassar sunburst veneer—exemplifies a level of craftsmanship so elevated its replacement value alone exceeds €350,000, a singular testament to artistry and intent. The full beam Owner's Suite continues this narrative at the highest level, with sculptural, three dimensionally curved mahogany panels creating visual depth, softness, and architectural harmony. The extraordinary en suite is centered on a vanity carved from a single block of rare Portoro Gold marble (stonecontact.com/portoro-gold-marble/s6401), complemented by Statuario Bianco marble and delicately backlit white onyx to orchestrate a refined interplay of texture, light, and form. Guest staterooms mirror the Owner's Suite in quality and finish, each with bespoke silk carpets, crotch mahogany wall panels, custom ceiling lights, and Frank Pollaro designed desks and seating; en suites feature Saint Laurent marble vanity tops carved from single

blocks with integrated sinks. The skylounge is a relaxed yet sophisticated retreat finished with solid teak flooring, sycamore inlays, hand woven teak ceiling panels, and figured sycamore walls. A jewel like bar anchors the room with a backlit alabaster countertop and honey onyx bar fronts, complemented by a Pollaro designed game table and bespoke saloon furniture. Outdoors, the expansive sun deck offers a raised Jacuzzi, generous sunpads, shaded lounge seating, and a fully equipped bar beneath the hardtop, where inset glass panels bathe the deck in natural light. Aft, an open deck area flexes for sun loungers, social gatherings, or private events. On the bridge deck aft, a large oval dining table enjoys overhead heaters for cool evenings, optional air conditioning for warm summers, twin lounge areas, and an electrically extending sunshade that shifts the ambiance from sun soaked to sheltered with effortless grace. Technically, ROCK.IT is as advanced as she is beautiful. An integrated control and semi dynamic positioning capability maintains heading at anchor using main engines and thrusters—technology more commonly found in professional naval applications. Twin 1,520 hp MTU diesels deliver a comfortable twelve knot cruise, fifteen knot top speed, and a transoceanic range of approximately 5,300 nautical miles at long range cruising speed. Her immaculate engine room, finished with polished stainless steel and cared for by two rotating full time engineers, reflects the same pride of ownership seen throughout the yacht. A recent ten year class survey has been completed; three 200 kW generators have been fully rebuilt; and the main engines are specified for continuous duty with a service life exceeding 40,000 hours. With barely a quarter of that useful life consumed, ROCK.IT is mechanically primed for decades of world class cruising. ROCK.IT is a rare offering in today's superyacht market. Her uncompromising build quality, exceptional maintenance history, and fully bespoke design place her among the finest custom yachts ever created. A true collaboration between an experienced original owner, Sinot Yacht Design & Architecture, Feadship, and renowned technical experts, she achieves an ideal balance of luxury, performance, and

individuality. ROCK.IT is not simply a yacht, but an enduring statement of superyacht artistry and excellence.

Specifications & features

Accommodation aboard ROCK.IT is conceived for generous privacy and effortless service. The full beam Owner's Suite occupies the main deck forward, approached via a starboard side office and sitting area that leads into a serene bedroom with a king size bed, two large walk in closets with a dressing room, and his and hers en suites arranged on the forward main deck, including a clawfoot tub to starboard. Technology discreetly elevates comfort: an extra large 65" Sony TV and full surround entertainment transform movie nights into a theater like experience; lighting is opulent yet calming; and fully automated controls orchestrate sound, lights, window blinds and drapes at a touch. Materials are lavish—high gloss raised panel mahogany throughout, heated floors in the bath, luxuriously fresh linens—and the suite provides abundant drawers and dedicated owner's storage. Floating floors and walls significantly reduce transmission of running noise, preserving a sanctuary quiet atmosphere, while the office's large window frames a cinematic sea view. Guest accommodations echo this refinement. Every guest room features an en suite bath and shower, smart televisions and a high fidelity sound system, full IP connected Crestron controls via iPad, telephones and shipwide communications. The configuration comprises two VIP staterooms each with a king bed and en suite shower room, one European king stateroom with en suite shower, and one twin with a Pullman berth and en suite shower. A sixth stateroom can be achieved by utilizing either the Captain's Cabin or the Officer's Cabin, enabling flexible party sizes. Throughout the guest deck, the finish is a continuous sweep of high gloss raised panel mahogany, harmonizing the private spaces into a confident, contemporary classic. Crew workflow and rest are optimized with a Captain's Cabin with

underfloor heating (sleeping two), five crew cabins for ten crew forward on the lower deck (two per cabin), an Officer's Cabin for two, and a Chief Engineer's Cabin for two—each space designed for durability, comfort and efficiency. Beneath her sculpted lines, ROCK.IT's machinery suite is purposeful and meticulously documented. Main propulsion is by two 1,520 hp (@1600 rpm) MTU 12V4000M53R diesel engines showing 12,900 hours as of December 2025; the last MTU service was performed at 10,350 hours, with the next major service due at 20,850 hours. On the current duty cycle, a full rebuild is not due until 42,000 hours. MTU service milestones include a 3,000 hour service by MTU Barcelona (hours from last major: 1,129) and a 10,500 hour service by MTU Genoa (hours from previous: 2,562). Coolant was renewed in September 2025 and is replaced biennially. One thousand hour oil changes and five hundred hour interim services are completed by the crew as due, with all history logged in the IDEA PM system; current oil samples are available. Power flows through Reintjes WAF 665 HL gearboxes with a reversible reduction ratio of 4.08:1. The manufacturer's inspection was completed in 2024. Routine service includes 2,000 hour oil and filter changes by the crew (last completed 98 hours ago in September 2025), 500 hour oil samples with results available, and a ten year Reintjes inspection in October 2024 with a report on file. The shaftline features an Akkerboom oil stern tube and fixed pitch, five blade propellers with 1.8 m (5.9 ft) diameter. Performance is confident and economical. Maximum speed is fifteen knots (@1600 rpm) with fuel consumption of about 561 liters (148 US gallons) per hour. The comfortable cruising speed is twelve knots (@1280 rpm) with approximately 281 liters (75 US gallons) per hour. For long ocean crossings at 10.5 knots (@1080 rpm), economy is optimized with an exact burn of 100 liters per engine per hour, or 53 gallons per hour, while the generator consumes approximately 9.2 gallons per hour, extending range. The yacht's approximate range is 5,300 nautical miles at 10.5 knots (@1080 rpm). Electrical generation is by three 200 kW Kilopack John Deere generators, each fully rebuilt in May 2024 with a

comprehensive report, photographs and service history available. As of December 2025, total hours are Port 27,600, Starboard 26,700 and Mid 27,600, with the next major service due in 4,500 hours. Current hours since the April 2024 full rebuild are Port 4,334, Mid 4,248 and Starboard 6,470; since the September 2025 5,000 hour service, they are Port 252, Mid 198 and Starboard 1,212. Generator alternators and the main switchboard received megger tests and inspections alongside the 5,000 hour engine service in Barcelona (report available); all critical equipment megger tests were completed in October 2024, and the main and emergency switchboard breakers were tested and serviced that same month. Emergency power is by a Perkins 80 kW TW2GM generator (73 hours) with a Stamford UCM 274 EI alternator. Ship's power is 400 V/220 V AC, three phase, 50 Hz, with a 110 V transformer providing 110 V outlets throughout guestrooms and pantries, and dual 200 amp shore connections. Shore power is conditioned via a 200 kW ASEA Max converter rated to 360 amps with seamless transfer. Battery systems include four pairs of 24 V DC banks for starting main engines and generators, a 24 V DC GMDSS bank, and two 24 V DC starting banks for the emergency generator. Exhaust systems are clean and efficient: all three main generators and the emergency generator route through the dry stacks, while the main engine exhausts are spray ring cooled with a below waterline bypass for low RPM operation. Tank capacities are generous and precisely monitored: fuel 126,000 liters (33,286 US gallons); fresh water 27,400 liters (7,238 US gallons); HEM watermakers producing 1,200 liters (317 US gallons) per hour; clean lube oil 4,600 liters (1,215 US gallons); dirty lube oil 5,500 liters (1,453 US gallons); grey water 11,500 liters (3,038 US gallons); black water 17,150 liters (4,531 US gallons). Ancillary ship systems are specified to pedigree standards. Steering is by Anschutz with a hydraulic double acting ram; rudder angle indication by Anschutz is fitted at all drive stations. Bow and stern maneuvering are handled by Voith units—VIT 850 200, 200 kW forward, and VIT 550 110, 110 kW aft (new in 2023). Roll mitigation is by Quantum Marine XT Zero Speed QC2200 stabilizers, with the

8,000 hour service completed in September 2024. Fuel is polished through NFV/SEPAR filtration, with a Westfalia separator processing 1,020 liters (270 US gallons) per hour. Oil/water separation is via a Boss 2.2T/107 unit. Bilge pumping is handled by three DESMI VAC 4001/A2 pumps; firefighting mains by two BBA B60 220 BVG MC + BI + SC pumps. Domestic hot water is supplied by two ACV Smart boilers of 600 liters (159 US gallons) capacity each. Sewage is treated in a Dutch HMSA biological plant, and WCs are E Vac with Jet vacuum pumps. Climate control by Heinen & Hopman provides heating, cooling and humidity management via main AHUs rated AHU1 68,400 BTU/5.74 tons, AHU2 78,000 BTU/6.5 tons, AHU3 118,200 BTU/9.85 tons, supported by fan coils of six at 24,000 BTU (2 tons), two at 12,000 BTU (1 ton) and one at 9,000 BTU (0.75 ton), for a total system capacity of 25.84 tons. Sun protection includes two pantograph aft extending sunshades serving both the sundeck aft and the bridge deck aft. Safety, security and compliance are exhaustive. The yacht is ISM compliant and carries 32 adult and 6 child life jackets, 36 immersion suits (30 adult and 6 child), and 8 life rings (four with light, two with light and smoke, two with light plus line). Four twenty five person SOLAS A life rafts are fitted, together with four line throwers, fourteen parachute flares, four orange smoke signals, ten red handheld and two white handheld flares. Breathing support includes five EEBD units plus one extra for training, three EPIRBs, three SARTs (two AIS SART and one SART20), and four spare GMDSS VHF batteries. The medical kit is supplied and updated by Medaire. Firefighting equipment includes thirty nine Ajax extinguishers—five 2 kg ABC, seven 9 liter AFFF, one 20 liter AFFF, thirteen 9 kg powder, nine 5 kg CO2, one 6 kg wet chemical, two 6 liter Li ion units and one 50 liter AFFF wheeled in the engine room—plus four complete SCBA (Dräger) sets with eight BA bottles, seventeen fire hoses with nozzles, and four extra Akron nozzles. Alarms and monitoring are overseen by a new RH Marine Alarm Monitoring Control System (installed October 2024) alongside the Imtech monitoring suite. Security coverage is provided by eleven Axis cameras across the engine room, main deck and

sundeck, with Axis software control updated and replaced in 2022. Communications and connectivity are comprehensive. SATCOM is via TT 3672A Thrane & Thrane, with a Cisco IP cellular system, two Furuno Sailor SP 3250 VHF's, and a Sailor 6301 SSB radio. Watchkeeping is supported by an Imtech BNWAS, and onboard UHF comprises thirteen Hytera handheld radios. For worldwide high bandwidth connectivity and AV streaming, two Starlink Maritime Gen 2 panels are operated on a single account—one dish online and one for failover—both connected to Kerio Control for automatic switchover in case of mast blockage or outage, delivering typical speeds of about 200 Mbps down and 30 Mbps up with 25 ms latency. Navigation electronics reflect a fail safe, professional bridge. A Cassens & Plath magnetic compass and Anschutz gyro compass feed a Navis 4000 series autopilot. Speed log is Ben Anthea Blind. Sounding is by JRC JFE 380. Radar is JRC NCE 5171 with 9 and 3 GHz arrays. Charting is Transas 4000 and Nobeltech Unlimited, with seven Transas computers replaced in 2022. Positioning is by dual Saab R5 GPS, with Furuno NX 700 Navtex, Alphanon wind instruments and Saab AIS. Antenna fit includes two Starlink Maritime terminals, TVRO SEATELST120 TVHD, and VSAT via two SEATEL 5012 91 domes. Deck equipment is robust and redundant. Ground tackle is handled by twin Muir VRC 15000 vertical windlasses and twin Muir VC 13000 vertical aft capstans. The primary anchor is a Wortelboer 675 kg (1,488 lbs) model with Wortelboer chain totaling two runs of eight shackles each—220 m (722 ft). Lifting is by Akerboom cranes: a sundeck unit with 2,000 kg SWL and a foredeck SOLAS MOB crane with 910 kg SWL. The Akerboom passerelle extends to 6 m (19.7 ft) with a 45 degree pan. Searchlights are twin Carlisle & Finch Co. units. Amber Dynamic retractable awnings are fitted on the sundeck aft and bridge deck aft, and a Riviera Pool Jacuzzi dip pool spans 2.5 m in width. The AV ecosystem is unified on Crestron NVX 4K (installed 2019) with iPad and Crestron handheld controls and Kaleidescape 4K throughout. The main salon features a Sony 4K 75" (190 cm) on a Future Automation hinge with satellite TV, Starlink video streaming and dual antennas. The bridge deck

lounge mirrors this with a Sony 4K 85" (216 cm), the sundeck with a Sony 55" (140 cm), and the Owner's cabin with a Sony 65" (165 cm); guest cabins are equipped with Sony 55" (140 cm) 4K TVs. The Captain's Cabin features a Samsung 32" (81 cm) 4K TV, while crew cabins have JVC 24" (61 cm) TVs. The crew mess provides a Sony 55" (140 cm) 4K TV, with satellite TV and Starlink streaming mirrored across the network. Office infrastructure on the bridge deck includes two Brother printers. The professional galley is comprehensively equipped with two MKN ovens (new 2019), cooktop, salamander, deep fat fryer, Miele dishwasher and a walk in refrigerator; on the tank deck, there is another walk in refrigerator plus Hoshizaki cube and crushed ice machines. Laundry operations are supported by three Miele PW6065 washing machines, three Miele PT7136 dryers and a Laurastar S7A ironing system. Pantry provisions include a Sub Zero refrigerator, Nespresso coffee machine and Bunn Infusion brewer. The bridge deck bar carries twin Sub Zero fridge/freezer drawers. In the crew mess, an Electrolux refrigerator, Miele dishwasher, Hoshizaki icemaker and De'Longhi coffee machine ensure round the clock service. On the sundeck, a Sub Zero refrigerator and Hoshizaki ice machine support alfresco living. The main deck service area houses two Sub Zero fridge/freezers, one full height, dual zone Sub Zero wine fridge (443 liter capacity) and one three quarter height, dual zone Sub Zero wine fridge (420 liter capacity). Aft on the main deck, overhead storage neatly stows rods and reels, while the bridge deck aft includes a Hoshizaki refrigerator to streamline terrace service. The toy chest is versatile and well curated. Tenders include a 7 m (22.9 ft) Pascoe outboard shuttle with a 300 hp Mercury engine repowered in 2024 (approximately 280 hours, under warranty until 2027) stowed on the sundeck, and a Zodiac rescue tender (2013) with a two stroke 25 hp Yamaha engine in the bow garage. Watersports gear spans two Seabobs FS5, four full dive sets, three inflatable towing toys, two paddleboards, a wakeboard, water skis, masks, snorkels and fins. Additional thrills come courtesy of two Seadoo RXT 300 jet skis (2019). A list of exclusions

will be provided upon execution of a Purchase Agreement.

Refit & maintenance history

ROCK.IT's refit and maintenance timeline underscores disciplined investment, intelligent upgrades and diligent class compliance. In 2019, a comprehensive AVIT upgrade modernized the onboard experience. The program installed a drop down cinema TV in the main salon; verified and commissioned all new functionality; and migrated the distribution backbone to a Crestron NVX system delivering true 4K60, 4:4:4 color, deep color and HDR over a standard 1 Gb Ethernet network. Controls advanced to a fast Crestron 3 Series processor providing an intuitive, elegantly skinned iPad interface. Displays were renewed to Sony 4K Ultra HD across the Sun Deck, Captain's Cabin, Bridge Deck Lounge, Owner's Stateroom, Crew Mess, Guest and VIP Staterooms. Amplification in the Captain's Cabin/Wheelhouse and VIP/Guest staterooms was upgraded with Yamaha AV multichannel amplifiers, while the Sun Deck, bridge deck lounge and bridge deck aft gained an Emotiva AV preamp/processor centrally installed. The Kaleidescape server was also upgraded to 4K. In 2022/2023, the IT backbone was fully renewed with Rukus access points and a Cisco switch, ensuring robust coverage and bandwidth for a modern superyacht lifestyle. Routine maintenance protocols are adhered to with precision. Laundry and galley ducting is professionally cleaned every twelve months, most recently in September 2025 with a report available. Main HVAC ducts are inspected every six months and cleaned by crew at the central AHUs, with all units reported clean; pre filters are replaced monthly and Eco Pleat filters every six months per the Heinen & Hopman schedule. Spare parts inventory is substantial, with a detailed IDEA generated list available upon request. Maneuvering systems have benefited from targeted service. In September 2023, the stern thruster was rebuilt and refitted with new power cables; insulation resistance was measured before and after installation; junction box sealing was corrected

with properly sized O-rings and removal of legacy silicone residue; watertight integrity was pressure tested; a water leakage sensor was correctly positioned; seized fasteners were replaced; the frequency converter firmware and application software were updated; control and protection parameters (frequency, voltage, current and power limits) were adjusted; and power limiting was implemented to protect the thruster at its rated 75 kW. In October 2025, the bow thruster received new and properly spaced anodes to prevent interference, a higher minimum startup frequency, updated software logic to correctly monitor current from both frequency converters, temporary securing of a heating element with a metal band, and replacement of cables and carrier bearings. Lifting systems were renewed for longevity. The MOB crane winch was reassembled, test rig verified, reinstalled and load tested in October 2024; all cylinders were overhauled, the winch and slewing drive motor were overhauled, small parts (DIN hardware, plastics, bearing bushes, stop blocks) renewed, hydraulic hoses replaced, a new hoisting line supplied as a spare, and the hoisting hook serviced by Sinera. In 2022, the sundeck Akerboom crane was completely removed and overhauled. Electrical generation underwent deep service in April 2024 and September 2025. In April 2024, all three John Deere 6090 diesel engines were CE overhauled with replacement of cylinder heads (OEM REMAN JD), cylinder liners, pistons, piston rings, con rod bearings and bolts, plus oil pump, cooler and check valve, and the front oil seal; main bearing crankshaft tap #6 was inspected. On the starboard engine, the rear oil seal was renewed and the turbocharger replaced (REMAN). In September 2025 at ArGo Marine's Barcelona facility, the 5,000-hour major generator service included replacement of thermostats, coolant pumps, injectors, high pressure fuel pumps, air and fuel filters, turbochargers and crankcase vent elements; servicing of aftercoolers; resetting of valve clearances and replacement of cover gaskets; renewal of seawater pumps; megger testing of electrical end windings; full alarm and safeguard tests; and loaded engine tests to verify governor and AVR settings. Shipwide monitoring

and controls were modernized in October 2024 with an AMCS upgrade from V10 to V14. The scope encompassed new computers, a datalogger, updated software, new DAPs, PLC updates, testing of new functionalities, crew assisted validation of legacy functions with minor refinements, installation of a tablet with IP forwarding configured on a new Moxa, and revision of drawings followed by an official documentation release. Finishes received major attention in 2019, 2024 and 2026 with Alexseal refinishing. The program encompassed full prime and paint of hull and superstructure strictly to manufacturer specifications over a five month yard period, including extensive site protection and the careful removal, storage and reinstallation of exterior hardware and equipment. Significant items were handled individually, including the passerelle, side gangway ladder, transom door, two bulwark balconies, four awning booms, the sundeck crane (as allowed) and OEM performed sliding aft house doors. Cosmetic caulking at paint/teak transitions was fully renewed, and window, portlight and door beadings were re caulked for a flawless finish. In October 2024, the entire exterior received a top to bottom polish and Ditec ceramic coating, hand buffed by a professional team flown in from the USA; in February 2026, select superstructure areas were re polished and re coated with Ditec. Propulsion and comfort upgrades extended to auxiliary craft and stabilization. The primary tender was repowered in 2024 with a Mercury 300 hp V8 Verado XL. In September 2025 at Marina Barcelona 92, the Quantum stabilizer system underwent scheduled maintenance centered on the 4,000 hour service for both port and starboard QC2200 STD fins and associated HPUs, including replacement of main stabilizer cylinders with new pin wear parts, renewal of cylinder hoses and fittings, and HPU service comprising pressure and return filters, cooler and tube stacks, suppressors, unloader valves and coils, with accumulator pressure checks; the next major service is not due until late 2026, when the 8,000 hour interval falls due in the autumn season. Further structural and systems upgrades include a 2021 refit of the overboard exhaust

pipings, which was completely renewed from steel to stainless steel; in 2023, all underwater valves (seacocks) were replaced. A careful cosmetic refit refreshed onboard comfort: in 2019, all mattresses in guest and owner staterooms were replaced with new Hastens шведские luxury mattresses; in 2022, sundeck teak veneer walls were renewed and all exterior cushion foams and covers replaced; in 2023, the main salon carpets were replaced, all crew mattresses renewed, the main deck aft table changed, and the glazing around the sundeck hot tub replaced. Class and statutory compliance are up to date following the November 2024 ten-year class survey. Certificates include International Load Line (valid through November 2029), GMDSS Safety Radio (through November 2029), Certificate of Class, Cargo Ship Safety Construction, Statement of Compliance on Inventory of Hazardous Material, IHM (HKC) Statement of Compliance, Statement of Compliance for Sewage Pollution Prevention (ISPPC), International Air Pollution Prevention, Record of Construction and Equipment (issued October 2025), Engine International Air Pollution Prevention Certificate, International Energy Efficiency Certificate, and Anti-fouling System Statement of Compliance (issued November 2024). Conclusion: ROCK.IT is a 60-meter Feadship superyacht delivered in 2014 that embodies the pinnacle of Dutch craftsmanship, engineering and timeless design. Meticulously maintained and lightly used since new, she presents in exceptional condition, offering expansive interior and exterior spaces, refined luxury finishes and Feadship's renowned build quality—equally suited to private ownership or charter. This is a rare opportunity to acquire a pedigree Feadship that unites proven performance, understated elegance and impeccable care.

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>

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