



SHESTAKOV

Yacht Sales

2014 AQUILA 48 - AQUILA POWER CATAMARANS



Builder: [Aquila Power Catamarans](#)

LOA: 48' 0" (14.71 m)

Year Built: 2014

Beam: 23' 0" (7.16 m)

Model: 48

Max Draft: 9' 10" (3 m)

Price: \$725,000 USD Subject to change.

Cruising Speed: 15 Knots (17.26 MPH)

[See full listing on our website](#)

Location: Mobile, United States

Max Speed: 22 Knots (25.32 MPH)

If you would like to buy a yacht **2014 AQUILA 48 - AQUILA POWER CATAMARANS** or would like help answering any questions concerning purchasing, selling, or chartering a yacht, please call **+1(954)274-4435** or click here on <https://shestakovyachtsales.com>

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OVERVIEW

Owner notes for the 2014 Aquila 48' outline a series of attentive upgrades and maintenance completed in 2026. The onboard generator was removed and subjected to bench testing under load, with an independent laboratory conducting oil analysis; its acoustic housing was refreshed and the engine mounts renewed, leaving the generator system and related components in excellent order. Much of this luxury power catamaran has been newly re-caulked, with a few seams that cannot be reached while afloat scheduled to be finished at haul-out. These refinements have noticeably enhanced the yacht's finish and onboard ambiance, reinforcing the cruising presence of this multihull.

SPECIFICATIONS

Basic Information

Model Year:
2014

Country:
United States

Year Built:
2014

Dimensions

LOA:
48' 0" (14.71 m)

Max Draft:
9' 10" (3 m)

Beam:
23' 0" (7.16 m)

Speed, Capacities and Weight

Cruise Speed:
15 Knots (17.26 MPH)

Water Capacity:
206 Gallons

Max Speed:
22 Knots (25.32 MPH)

Fuel Capacity:
356 Gallons

Gross Tonnage:
21.26 Pounds

Accommodations

Total Heads:

4

Crew Berths:

1

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

2

Engine Type:

Inboard

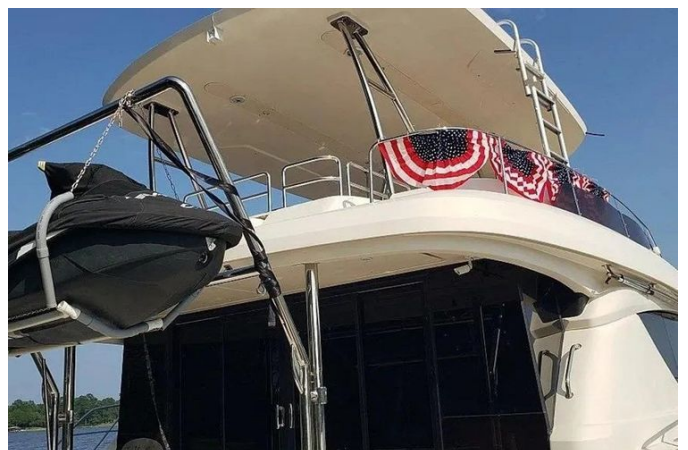
Manufacturer:

Volvo

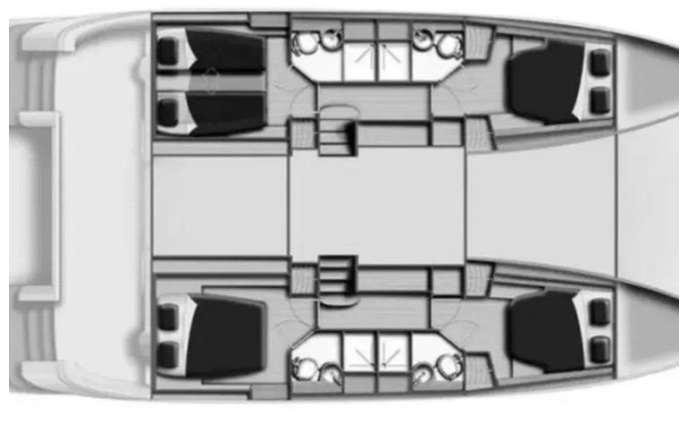
Fuel Type:

Diesel

GALLERY











DETAILED DESCRIPTION

2014 Aquila 48'

In 2026 the generator was removed for a comprehensive overhaul: stripped, inspected, run for six continuous hours under load, its oil submitted for laboratory analysis, the sound enclosure rebuilt, and the engine mounts replaced—leaving the unit in excellent condition. Much of the vessel has recently been re-caulked (areas unreachable while afloat will be completed at the next haul-out), and both hull and superstructure have been compounded and waxed to a high sheen. The two Volvo drive motors received professional scheduled service in the fall of 2025, and the bottom was scuba-cleaned with shaft zincs checked, so the yacht is prepared for immediate cruising.

This 2014 Aquila 48 is the sought-after four-suite layout. After years of successful charter work in the BVI she sustained only cosmetic damage from Hurricane Irma in 2017, was repaired and returned to service, and received a full electronics renewal in 2018. The present owner acquired the yacht in 2020, registered her in the United States intending local charters and a Loop cruise, benefiting from the shallow draft, favorable air draft and exceptional maneuverability. As Aquila's original flagship, the 48 established the brand's reputation by raising the bar for styling, handling, usability and safety. The boat is straightforward to operate, profoundly solid, and remarkably well-appointed, offering storage and finish levels usually reserved for much larger vessels. Charter guests consistently praised the powerful air conditioning, generous fresh water production, the flybridge electric grill and large, normal-sized windows; each cabin enjoys a near-eye-level water view with focused reading lights. Every berth includes a dry shower plus tall hanging locker and abundant storage along the walls, beneath the berth and under-floor. A hydraulic swim platform pairs with an overhead davit

arrangement for effortless tender handling, and marina technicians frequently comment on the robust build—from generous wiring gauge to component accessibility. All U.S. import taxes, transport and tariffs have been settled, including a previously applied twenty five percent tariff on Chinese built boats; transporting this roughly 50,000 pound, 48×24 foot yacht by ship from the BVI to Miami and hiring a delivery captain added about \$25,000 to the process, plus inspection and documentation fees—all of which have been paid. Buyers outside the United States should expect to pay any local taxes or duties required by their jurisdiction. The yacht is not Coast Guard registered but carries an international CE certificate for ten persons offshore and twenty five inshore, with engineered crush zones at each hull end, elevated electronics, redundant systems and an intentionally “overbuilt” approach. The closely set yet widely spaced drives make handling instinctive: the boat can pivot within her own length and move laterally like a crab, eliminating the need for bow thrusters.

Power and energy management are both resilient and elegantly simple. More than 1,800 watts of solar mounted on the hardtop charge an 800 AH supplemental LiPro lithium bank (non flammable chemistry), enabling the yacht to sit for days without running the generator unless one elects to operate 220V air conditioning, the hot water heater, electric stoves or the watermaker. Two Power King 8D 245 Ah AGM house batteries remain as alternator buffers, and the house bank recharges automatically from solar, generator, shorepower and the drive motors. Three separate AGM starter batteries are integrated with the house bank through a redundant architecture that keeps them topped and provides cross start capability. The electrical installation relies largely on Victron components with solid hard wired connections to their Cerbu, a touch screen pad and Bluetooth monitoring; the system can be accessed remotely for free via the web and issues alarms for bilges, location and humidity. The wiring alone required three technicians more than two weeks to complete, not including the integration work between

lithium and AGM technologies. A separate, independent 200 watt solar array powers a whole house ventilating fan system on its own circuit; it is whisper quiet, draws a natural breeze without tapping the house bank and is intentionally left off the main monitoring. The package also includes color night vision surveillance cameras with motion sensing and “intelligent” target designation so you can view vessel location, temperature and humidity in each hull, bilge pump status, battery condition and solar charging, and watch live or recorded video inside and around the boat.

The structure is built to high standards using composite glass reinforced plastic with an end grain balsa core infusion sandwich, with select structures utilizing PVC foam core; vinylester resin is employed below the waterline to minimize risk of osmotic blistering.

Interior accommodations comprise four equal cabins, each with a private head and separate dry shower. Four double island berths—where the aft cabins can convert to single beds—are set beneath expansive panoramic windows that flood the en suite heads, which feature teak floors and dedicated shower stalls, with natural light. Low level courtesy lighting is fitted in every cabin, head, salon, galley and stairway to guide night movement without engaging main lights, while a deliberate hatch layout promotes cross flow ventilation through forward and aft doors and opposing hatches in each hull. A solar powered fan supplements ventilation on demand and operates independently on its own power supply so it does not draw from the house battery bank.

The main deck salon presents extended living spaces with broad vistas and direct access to a covered forward lounge and the aft cockpit. Tinted, tempered glazing wraps the forward, aft and side elevations, complemented by an aluminum framed watertight door forward and an aluminum sliding door aft. To port a comfortable lounge accommodates dining and entertainment around a TV that rises on a lift, and to starboard a chart table

and settee create a functional navigation and relaxation center. A concealed, slide out mini bar is built into the galley partition while the TV stows away into a dedicated recess; ceramic coating on the larger panes enhances clarity and protection. The salon has its own climate control, layered LED courtesy and accent lighting, abundant storage and a multizone Fusion Bluetooth audio system that distributes sound through the hardtop, forward and aft cockpit speakers and can be managed from a smartphone whether aboard or ashore. The galley, located on the port aft, is laid out for efficient service and fitted with DC appliances: a Vitrifrigo supplemental refrigerator to starboard and a Vitrifrigo drawer refrigerator/freezer to port, plus a microwave. A glass cooktop remains cool to the touch, and an electric Kenyon grill eliminates the need for flammable gases onboard. Corian countertops, a double sink with Corian cover and a separate oversized drained sink ideal for chilling bags of ice and beverages provide generous work surfaces, while a slide out trash bin beneath the sink keeps things tidy.

Practical cockpit upgrades include custom plastic shelving in the forward lazarette for lines and hoses, and all new three quarter inch dock lines installed in 2022. The aft starboard sliding door rollers were renewed and treated, and the boat's original tool set, missing at purchase, has been restored. Recent replacements and improvements encompass the main panel GFI breaker, a 110V flybridge outlet, the generator ball scupper valve, rope cutters, a battery tray support bracket, several blinds and reading lights. Warmth and character were added with wood pattern vinyl in an English burlewood motif, each piece with its own grain pattern. Storage was further increased and systems modernized across the board, including a complete bilge system replacement and the addition of 110V shore power. The dedicated generator diesel tank holds 100 gallons and can be pumped to the port main tank for reserve; an added pump now permits transfer to the starboard main as well. Freshwater capacity totals two 100 gallon tanks, and all cushions were reupholstered in 2023.

Navigation and electronics center on a Raymarine Axiom MFD with updated firmware. Two VHF radios were installed—a primary and a fully separate secondary unit with its own coax and triband scanner antenna. Raymarine's autopilot was rebuilt and the compass renewed, and Volvo Easy Connect offers enhanced diagnostics and Bluetooth interfacing. A Digital Yacht AIS receiver is professionally integrated with the Raymarine MFD, and instrumentation includes a Raymarine i70 and a backup camera. The system includes a second pair of Standard VHF radios with separate antennae (one with near field scanning), an over the air HD TV marine antenna, and three color night vision surveillance cameras (the forward camera image appears in the media gallery). The cameras perform best with some ambient light—marina lighting, moonlight or the onboard spotlight—and provide useful assistance for slow nighttime maneuvers. Remote monitoring of the entire electrical and security system is provided worldwide via a private webpage, with camera motion sensing, audio and intelligent target designation alongside real time data for position, temperature/humidity, bilge pump status, battery condition and solar charging.

The electrical backbone is a Victron Multiplus 3000W inverter/120A charger with 110V outlets distributed throughout the yacht. A marine electrician inspected the galvanic isolators and installed a commercial grade surge protector for shorepower stability. Cellular connectivity is provided by a Poynteng 4G marine antenna feeding a 1 Gbps hotspot capable of supporting up to ten users. A 430,000 candlepower, remotely operated 360 degree spotlight sits atop the hardtop, able to swing and depress to illuminate forward, aft or the sides as required. LED lighting brightens the drive motor compartments, and shorepower flexibility includes both 50 amp and 30 amp cords plus a separate third 110V system. A nineteen inch marine HDTV antenna and fast charge USB ports for four devices are wired in, and critical systems—including engines, the MFD, anchor, solar arrays and individual lithium batteries—can be monitored from a tablet aboard.

The hardtop covered flybridge measures approximately 11×17 and is reachable via two forward stairways and interior steps from the galley—convenient in wet weather or while serving meals—while five access points around the boat provide additional entry, including secure forward and aft stairways. The helm “windshield” canvas was replaced with smoked strataglass in June 2024 and includes a clear vision panel for safe visibility in poor conditions or at night; all three panels roll up or detach and stow in a custom bag. The bow offers a sheltered cockpit area beloved by guests, while the generator is installed under the forward deck between the hulls to minimize noise. Bow rails incorporate seating that provides one of the best vantage points for wildlife watching. The factory flybridge table was replaced with a circular polymer wood table and two matching chairs, and a custom aluminum ladder gives direct access from the flybridge to the hardtop. A generous entertainment and dining arrangement on the flybridge is complemented by a barbeque and wet bar and an ergonomically designed helm with modern navigation equipment, with shaded lounging fore and aft for comfortable enjoyment on every level.

Climate control is exceptional thanks to a 48,000 BTU Condaria/Dometic chiller system with five independently zoned thermostats, updated software and a new compressor—essentially the same type of chilled water system specified for office or apartment installations. The delivery captain remarked that this yacht delivered genuinely cold air, a step above the “not hot” systems often encountered. The chiller capacitor was replaced in February 2026.

Mechanical maintenance has been diligent: both propellers were serviced and adjusted and the rudders aligned in 2022. The two Volvo Penta D6 in line drives are the 5.5 liter, 330 hp versions and display roughly 2,300 hours with professional service current. The Northern Lights 16 kW generator registers about 13,000 hours—around half of its typical expected life—but with current reduced usage thanks to the substantial solar and lithium bank it should

remain serviceable for many years; to ensure reliability it was removed in January 2026 for full inspection, a six hour under load run, oil lab analysis and replacement of hoses, filters, belts and motor mounts.

Tendering is handled by a 2019 SeaDoo three up on a custom sling—lightweight at about 500 pounds and rated for three passengers—launched by an electric overhead davit positioned to place it beyond the lower platform. The hydraulic lower swim platform accommodates tenders, Sea Doo's, dinghies or lounge chairs, lowering just beneath the waterline and serving as an excellent scuba platform, with a port swim ladder that deploys for easy access.

Standard navigation features include the Raymarine chartplotter MFD, a backup Raymarine gauge suite for heading, compass, speed and depth, and a rebuilt Raymarine autopilot.

Safety equipment includes an auto inflating ten person liferaft in a fiberglass case; while not required in this cruising area and not yet officially re certified, the local chandlery inspected it and judged it serviceable. Fire extinguishers were inspected last year, there are more than twenty life jackets aboard, the required flares, and a newer lifering; mandatory placards are in place throughout. The anchor light has been upgraded to LED.

Anchoring and docking systems are reassuringly robust: the primary anchor is rigged with 200 feet of all chain rode and a remote controlled electric windlass, with a secondary anchor in addition. Oversized cleats, ample soft fenders and engineered crush zones complement the yacht's easy handling—qualities that made her popular in charter operations. A new anchor bridle was added in 2022 and appears lightly used.

Auxiliary systems and recent maintenance include a Spectra Newport 1000 Mk II watermaker producing 30 gallons per hour with remote panel and spare filters, a pressurized bow washdown pump capable of drawing from fresh or seawater, underfloor storage in each suite and the galley plus a wine bottle

drawer, and a pre-planned opening for a future washer-dryer installation. Three new hatch lenses and one new Lewmar hatch were fitted, and the last haul-out in June 2022 included a hull inspection, fresh five-year bottom paint and replacement of weak motor-cooling through-hulls with permanent bronze fittings repositioned for improved cooling. The bottom is professionally cleaned twice yearly by a scuba diver who also services shaft zincs; because the yacht primarily resides in fresh water growth is minimal. Major engine cooling hoses were replaced and a new shore-water regulator installed. Heads are electric flush on fresh water and hot water is supplied by two fifteen-gallon tanks. An outdoor shower and a Quick electric windlass with remote add convenience. The media section contains two published fuel-burn tests for the Aquila 48; note that one test cites 370 hp Volvo engines whereas this hull carries the upgraded mid-range 330 hp units. The quoted range in one excerpt references near 1,000-mile capability with the 370 hp setup. The designed top speed is 20 knots, with the yacht planning comfortably at about 16 knots.

Purpose-built to elevate the sub-50-foot powercat experience, the Aquila 48 redefined the category with a state-of-the-art layout that balances luxurious comfort and true performance. Conceived in collaboration with leading designers, engineers and builders, she reflects thoughtful innovation and meticulous attention to detail in every space. The main deck delivers expansive living with panoramic views and seamless access to forward and aft covered cockpit seating, modern lines that ease movement for all ages, and an aft-lifting platform that simplifies access to the water, toys and tender. Combined with the proven ability to pivot within her own length and translate sideways without bow thrusters, this Aquila 48 provides the confident, quiet and comprehensively equipped cruising experience sought by discerning owners.

Disclaimer

The particulars supplied for this vessel are offered in good faith; nevertheless, neither the accuracy of the information nor the vessel's condition is guaranteed or warranted. Discerning purchasers are urged to engage their own agents or surveyors to independently verify any details they wish to have confirmed. This offering is subject to prior sale, alteration of price, or withdrawal without notice.

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.

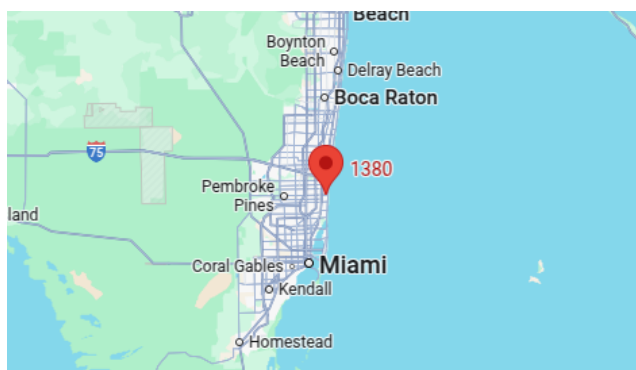
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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