

KINGSHIP KS88 - undefined



Year Built: 2027

Beam: 25' 0" (7.70 m)

Model: KS88

Max Draft: 5' 5" (1.65 m)

Price: \$8,025,495.48 USD Subject to change.

Cruising Speed: 11 Knots (12.66 MPH)

[See full listing on our website](#)

Location: Hong Kong, China

Max Speed: 13 Knots (14.96 MPH)

LOA: 87' 0" (26.70 m)

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OVERVIEW

The KINGSHIP 88 marries time-honoured aluminium craftsmanship with the liberty to personalise a new build to your exacting tastes. Designed as an elegant and efficient flybridge motor yacht for extended bluewater passages, she offers a flexible four- or five-stateroom layout, an expansive flybridge, a hydraulic bathing and tender platform, and integrated solar generation that together create a refined, long-range cruising proposition.

As a semi-custom superyacht of 26.7 m, this project represents a distinctive opportunity to join a new-build already well advanced while retaining the freedom to tailor the interior to your lifestyle. With hull and superstructure finished in aluminium, much of the initial build uncertainty is eliminated, and delivery is scheduled for 2027.

The design by Barracuda Yacht Design combines an explorer-inspired silhouette with refined naval architecture and practical, liveable spaces. Accommodation can be arranged as four cabins for private family use or as five cabins to support a charter programme, welcoming up to 12 guests and providing crew quarters for four, offering the capability and resilience expected of a modern explorer yacht.

Photovoltaic arrays integrated into the hardtop and bimini are capable of producing approximately 12.7 kW under peak conditions, typically cutting hotel-load fuel consumption by some 30–40% to reduce operating costs and emissions. An optional package of extended-capacity lithium batteries can sustain normal domestic power demands for up to 16 hours, enabling quieter, more environmentally conscious cruising.

SPECIFICATIONS

Basic Information

Model Year:
2027

Country:
China

Year Built:
2027

Dimensions

LOA:
87' 0" (26.70 m)

Max Draft:
5' 5" (1.65 m)

Beam:
25' 0" (7.70 m)

Speed, Capacities and Weight

Cruise Speed:
11 Knots (12.66 MPH)

Water Capacity:
792.52 Gallons

Max Speed:
13 Knots (14.96 MPH)

Fuel Capacity:
2377.55 Gallons

Hull and Deck Information

Hull Material:

Aluminum Yachts

Hull Designer:

Barracuda Yacht Design

Deck Material:

Aluminum

Interior Designer:

N/A

Hull Configuration:

Monohull

Engine Information

Engines:

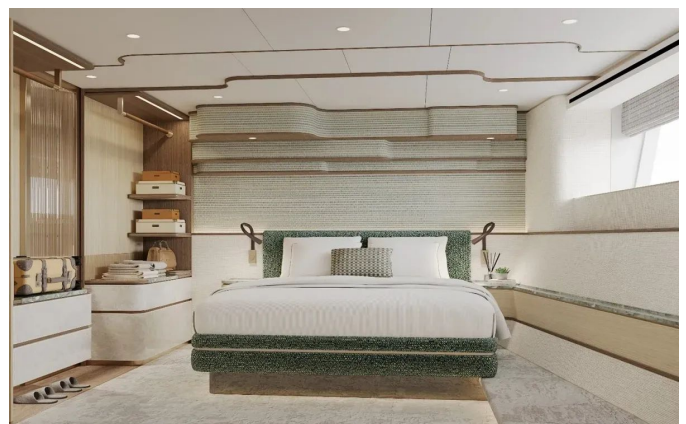
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Manufacturer:

Volvo Penta

GALLERY







DETAILED DESCRIPTION

Accommodation

The lower deck is offered in adaptable layouts: a four-cabin arrangement conceived for family life aboard and a five-cabin version tailored to charter service. In certain cabins the berths may be oriented either longitudinally or transversely to match the selected configuration and maximize usable volume, and some double beds can be separated into two singles to convert the room into a twin cabin.

Propulsion & steering

The shaft-line is built to exacting standards, employing high-tensile steel shafts of approximately 65 mm diameter that turn five-bladed propellers with a generous disc area and anti-singing edge treatment to ensure exceptionally smooth, efficient thrust. Those shafts are supported on twin aluminium A-brackets that house cutlass bearings, while shaft sealing is handled by Tides Marine or an equivalent supplier to guarantee reliable watertight integrity. A brush-type cathodic connection bonds the shafts to the yacht's structure, delivering comprehensive corrosion protection.

Paint job

Below the waterline the hull is protected with INTERNATIONAL Trilux 33 antifouling applied over the requisite primers, with no fairing to be applied, and the specified antifouling colour is black. Above the waterline a premium AWLGRIP or equivalent coating system is executed to Superyacht standard, employing Interfill 830 fairing compound throughout; fairing is inspected using a 6m aluminium batten, permitting maximum deformations of 3mm in 3m or

1mm in 1m.

The superstructure and decks receive the same exacting treatment: superstructure side walls are finished with an AWLGRIP or equivalent Superyacht standard system with Interfill 830 fairing compound applied continuously. Bulwarks, the bridge hard top and superstructure tops are presented in white, with anti skid preparation on the superstructure fore tops and hard top. Fairing in these areas is verified with a 6m aluminium batten, maintaining the same tolerance of up to 3mm in 3m or 1mm in 1m.

Internally, the engine room bilge is finished in light grey; the fore peak has a light grey floor and bilge with white satin on the remaining surfaces; and the aft peak features a light grey floor with white satin elsewhere. Fresh water tanks are coated with a Jotun painting system in accordance with regulations. Hull identification and markings are executed with equal precision: the vessel's name is presented on the transom in inox letters and on both sides of the superstructure, and the name is also applied to lifebuoys, liferafts and tenders, while the name and Port of Registry are displayed only on the transom.

Safety & security

A comprehensive fixed fire-detection and alarm network protects the yacht, covering the Machinery Spaces, stairways, Service Spaces and all Accommodation Spaces—excluding toilets, bathrooms, void spaces and similar areas—while overall supervision is provided by a Central Alarm Module operated from the Bridge; portable extinguishers are supplied where mandated by Certification. Within the Machinery Spaces a dedicated fixed fire-extinguishing installation using Pyrogen, or an approved equivalent medium, provides primary suppression and may be actuated manually from two independent controls, with an additional portable fire-extinguisher carried as required by Certification. The galley is integrated into the fixed detection and alarm scheme and is further equipped with a portable extinguisher and a

fire blanket in accordance with Certification requirements. The Transom Storage Area benefits from a fixed fire-alarm connection and is supported by two portable foam extinguishers, or equivalents. All Accommodation Spaces are fitted with fixed fire detection and alarm systems, with portable extinguishers located as required by Certification.

Communication & navigation equipment

The yacht's integrated bridge suite has been engineered for assured long-distance voyaging and effortless handling, combining one radar with a chart plotter that presents information across dual screens, a reliable autopilot and two GPS receivers, while AIS and an EPIRB further enhance navigational safety. Communications are comprehensive, with two VHF GMDSS radios (one of them portable) complemented by six additional portable VHF units to guarantee clear shipboard coordination, and a powerful fog horn for added presence in poor visibility. Continuous environmental and performance data are supplied by a depth sounder, wind instruments and speedometer, and situational awareness is sustained through a VSAT phone and data system, an onboard Wi-Fi network supported by two Wi-Fi repeaters, and a satellite TV antenna. A resilient monitoring system relays information to displays at the bridge, in the engine room and to handheld devices, while command is effortless from the twin helm stations on the main deck and the flybridge, each fitted with navigation screens and a full suite of communications equipment.

Stabilisers

To ensure exceptional comfort while underway, the yacht can be equipped with one of two optional stabilization solutions: a Seakeeper Model 35 gyro-stabiliser installed in the engine room, or fin stabilisers such as the CMC Stab 30 (or an equivalent unit), with the fin system specified as not a

zero-speed system.

Electrical

The yacht's electrical architecture is built for refined, effortless power delivery. A three phase AC network at 380 V / 60 Hz provides the backbone, with generator arrangements selectable to match your cruising profile: either twin Caterpillar C4.4 service generators, each rated at 44 kW at 1800 rpm, or a single Caterpillar C4.4 service generator rated at 58 kW at 1800 rpm paired with a Caterpillar C2.2 night generator producing 20 kW at 1800 rpm. When generators of comparable rating are installed, the main sets are configured to operate in parallel to maximise efficiency and provide redundancy. Shore support is accommodated through a single 100 A shore power inlet and a shore frequency converter (Atlas or equivalent), while primary power distribution is concentrated with the main switchboards located in the control room inside the engine room and additional distribution switchboards positioned as required on each deck.

All 230 V consumers aboard are served via the 220 V / 60 Hz AC circuit, and four 24 V battery chargers are provided as required to ensure systems remain at optimal readiness. The vessel's 24 V DC network is dedicated to starting and emergency functions: the engines' 24 V starting batteries are paralleled to also serve as genset starters, and a set of transitional emergency batteries at 24 V will automatically engage should either the main or emergency source fail. This arrangement preserves supply to the 24 V service switchboards, the emergency lighting switchboard, and the standard service battery bank, which is built from two volt cells with a capacity of 2,000 A at 24 V.

For owners seeking extended unplugged endurance, an optional high capacity lithium battery package is available, delivering 180 kWh in 48 V modules together with the necessary converters and ancillaries. This solution is engineered to support all onboard consumers for up to sixteen hours at typical

domestic consumption; exact capacities will be finalised and quoted separately as an optional item.

Aesthetically integrated renewable energy complements the system: a 64 m² solar array composed of flexible panels traces the cabin's gentle contours for a streamlined appearance rather than a flat, industrial finish. In optimal summer conditions the array can yield approximately 12.7 kW peak power in the Mediterranean or the United States, and around 10.3 kW peak in Southeast Asia, with year-round availability in those regions. Oversight of critical electrical consumers and machinery is provided by a comprehensive, user-friendly monitoring solution with displays at the bridge and in the engine room, and remote access via Wi-Fi on handheld devices; the exact specification of this monitoring suite will be defined.

Mechanical

Conceived for extended autonomy and unwavering dependability, the fuel installation comprises four integral-aluminum storage tanks of 2,000 litres each—totaling 8,000 litres—supplemented by a dedicated 1,000-litre day tank. All tanks feature internally treated exposed surfaces, and are equipped with vents, drains, inlet and outlet connections, plus a sounding system. Fuel management is automated via a primary transfer pump together with a separate pump serving the day tank; both operate automatically and electric SOS valves are fitted where required.

Potable water capacity is generous, delivered from two 1,500-litre integral-aluminum tanks with treated internal surfaces and the requisite vents, drains, inlet/outlet connections and sounding system. A shore-pressure connection is provided and water distribution is driven by two pressure sets installed in parallel, rated for 24 V and 220 V, Gianneschi or equivalent, self-priming to two metres. Freshwater independence is further assured by two Sea Recovery Aquawhisper 900-1 units producing a combined 3,400 litres

per day. Cold-water polishing is achieved with carbon-based filters at every head basin and the galley sink, while hot water is supplied by two 150-litre calorifiers, each 2 kW.

Black and grey effluent are handled through dedicated integral-aluminum tanks—a 2,000-litre grey water holding tank and a 500-litre black water holding tank—each fitted with proper vents, drains and inlet/outlet connections. Separate circuits are maintained for black and grey systems, with Tecma-type marine toilets or equivalent and sump boxes in multiple bilge areas that pump grey water to its holding tank. Discharge is provided by parallel-mounted electric pumps for both black and grey water, with options for underwater or shore-side discharge.

Seawater services are routed through two sea inlets with strainers located in the engine room that feed a common manifold; strategically placed valves allow the strainers to be cleaned without interrupting the saltwater supply. Climate comfort is provided by a chilled-water installation built around three modular compressors with a Dometic MCGX 150 condensing unit (380 V, 50 Hz) in the engine room, delivering approximately 150,000 BTU of capacity. The loop is supported by a heavy-duty circulation pump and ten air handlers (230 V, 50 Hz) distributed throughout the yacht; heating is achieved by reversing the compressor cycle. Each cabin benefits from an electronic control panel for its air handler, including the option to reduce airflow to 60% of maximum, while extraction fans are fitted in every bathroom and dedicated extraction units serve the main galley.

Engine-room ventilation has been thoughtfully integrated with trunks concealed within the sides of the main superstructure. Two inlet and two outlet trunks incorporate fire dampers and internal insulation where required, and a separate air inlet supplies the battery-isolated compartment. Extraction is achieved by two engine-room extractors, Gianneschi or Elta type, with the system designed to limit temperature rise to no more than 20°C above

ambient exterior air temperature. The bilge arrangement considers three watertight zones—fore peak, accommodation area and engine room—each provided with a bilge suction. A centralized bilge manifold located in the engine room is served by one main bilge pump and supplemented by three automatic pumps rated at 30 m³/h, plus a manual pump as required.

Hydraulic functions are powered by dedicated packs that operate the tender lift and the transom passerelle, with the possibility of employing a single power pack should both items be of the same marque. Steering is executed by a fully redundant architecture consisting of two Radice standard-type rudders (or equivalent) actuated by two double-cylinder electrohydraulic steering systems linked with a connection bar; the cylinders are piped in parallel to ensure synchronized rudder movement. The hydraulic power unit incorporates two 24 V DC electric motors and an oil reserve tank, and the steering suite is integrated with bridge junction boxes, system control panels and follow-up activation panels. Additional equipment includes two rudder-angle indicators, an electronic helm, an alternative feed from the gearboxes' PTO and an autopilot unit connected to the steering system.

Low-speed stationkeeping and tight manoeuvres are entrusted to fixed electric dual-propeller thrusters at both bow and stern, CMC TP30EA type (340 mm diameter, 30 kW) or equivalent. These thrusters are powered electro-hydraulically directly from the generators and feature proportional controls available at all control stations.

Deck

From the moment you step aboard, the deck announces itself with assured sophistication: a hydraulic anchor windlass with capstan function handles a 14 mm stud-link chain to a substantial 182 kg Manson anchor, while a secondary 60 kg CQR anchor and an anchor chain wash system ensure immaculate, reliable anchoring. Reliable mooring is supported by polished stainless steel

cleats and fairleads, two aft mooring capstans, eight mooring lines each thirty meters in length, four spring lines and a one hundred eighty meter towing line, all complemented by sixteen inflatable fenders and two ball fenders and kept immediately serviceable by dedicated tender and fender compressors.

Circulation around the yacht is effortless and secure thanks to a hydraulic telescopic passerelle of approximately 5.5 m, a hydraulic swim platform with tender lift, side boarding gates, pantograph side doors and a generous aft sliding glass patio door, while teak decks, stainless steel handrails and fittings and a protective flybridge windscreen set a tone of refined durability. The foredeck is softened by expansive sunpads and the exterior is appointed with a tasteful deck furniture package that invites relaxation, and the flybridge is conceived for entertaining with a dining arrangement accommodating ten around a table and a beautifully arranged bar with stools. Practicality is married to pleasure with stowage for an approximately 5 m tender and a dedicated wetbike bay, a proud flagstaff and a comprehensive LED and halogen deck lighting package with optional underwater lights to create a dramatic nocturnal ambience.

Galley & laundry

The main galley is appointed with a large domestic refrigerator and a second large domestic combined fridge/freezer, while the F/B bar is served by a compact under counter fridge and a matching under counter freezer for effortless service; two professional ice makers supply both the galley and the F/B bar. All appliances are by Miele, Bosch, Siemens or of an equivalent standard, and finishes are executed to a meticulous standard — galley equipment is presented in an inox finish, and appliances within the accommodation and on deck are discreetly integrated into the built in joinery.

Audiovisual

Designed to deliver an exceptional onboard entertainment experience, the main saloon is appointed with a 42-inch Smart TV paired with a dedicated home cinema array and a Bluetooth-enabled stereo system, while the aft deck and flybridge boast their own exterior audio installations fitted with waterproof speakers. High-performance amplifiers located throughout the guest areas, together with interior speakers distributed across the accommodation, provide consistent, well-balanced sound in every living space. The owner's cabin and the VIP cabin are each fitted with 37-inch Smart TVs, guest cabins are equipped with 32-inch Smart TVs and the bridge/crew mess also features a 32-inch Smart TV. HDMI and WiFi connectivity are seamlessly integrated and complemented by a satellite TV system to place entertainment at your fingertips, and every guest cabin is supplied with a comprehensive entertainment package comprising TV, Hi-Fi and multimedia connectivity.

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.

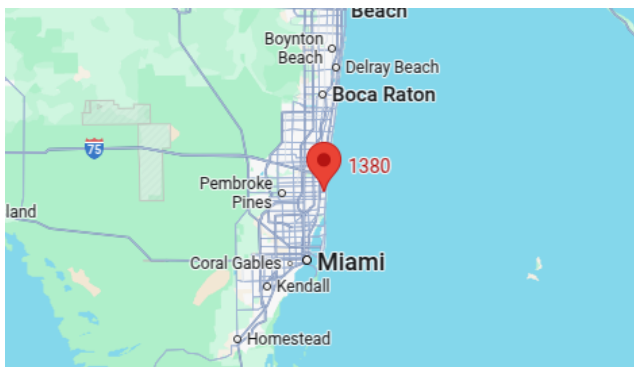
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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