

## ROSA - ABD ALUMINUM LTD



**Builder:** [ABD ALUMINUM LTD](#)

**LOA:** 90' 0" (27.43 m)

**Year Built:** 1996

**Beam:** 23' 0" (7.16 m)

**Model:** Enclosed Pilothouse

**Min Draft:** 24' 4" (7.42 m)

**Price:** \$5,000,000 USD Subject to change.

**Max Draft:** 27' 7" (8.42 m)

[See full listing on our website](#)

**Location:** N/A, The Bahamas

**Cruising Speed:** 9 Knots (10.36 MPH)

**Max Speed:** 10 Knots (11.51 MPH)

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## OVERVIEW

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Among expedition yachts of this size, ROSA stands out as a true luxury explorer motor yacht, offering a generous owner's suite aft of the pilothouse with a private deck, with all guest staterooms on the main deck. She has carried her five owners and their families over 50,000 nautical miles on her own bottom, from the Mediterranean to New Zealand and back to the West Coast. With a range beyond 5,000 nautical miles and an economical burn of about 16 gallons per hour at 9 knots, she rivals the efficiency and bluewater capability of any in her class. Constructed entirely in aluminum and purpose-designed, she offers remarkable volume for her length. Her broad, modern bridge affords nearly 270 degrees of visibility. Outfitted for authentic adventure cruising and watersports, she carries a dive compressor with racks for 10 tanks, multiple kayaks, and is set up to fish alongside the best. Freshwater production exceeds 2,000 gallons per day, complemented by an eco-minded sewage-treatment system. Rugged yet refined, ROSA is as practical as she is handsome. Built to expedition standards by ABD in Vancouver, Canada, she is engineered to carry owners and guests anywhere on the globe in comfort and safety. Her owner values and adheres to rigorous preventive maintenance. Accordingly, she is a meticulously maintained, thoughtfully outfitted long-range cruising yacht—an ocean-going passagemaker and a rare opportunity for those ready to roam beyond the usual horizons.

# SPECIFICATIONS

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## Basic Information

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**Model Year:**  
1996

**Country:**  
The Bahamas

**Year Built:**  
1996

## Dimensions

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**LOA:**  
90' 0" (27.43 m)

**Beam:**  
23' 0" (7.16 m)

**Min Draft:**  
24' 4" (7.42 m)

**Max Draft:**  
27' 7" (8.42 m)

## Speed, Capacities and Weight

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**Cruise Speed:**  
9 Knots (10.36 MPH)

**Water Capacity:**  
1450 Gallons

**Max Speed:**  
10 Knots (11.51 MPH)

**Fuel Capacity:**  
10300 Gallons

**Gross Tonnage:**  
172 Pounds

## Accommodations

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**Sleeps:**

3

**Crew Cabin:**

2

**Total Heads:**

5

**Crew Berths:**

4

## Hull and Deck Information

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**Hull Material:**

Aluminum Yachts

**Hull Designer:**

N/A

**Deck Material:**

Aluminum

**Interior Designer:**

N/A

**Hull Configuration:**

Full Displacement

## Engine Information

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**Engines:**

2

**Engine Type:**

Inboard

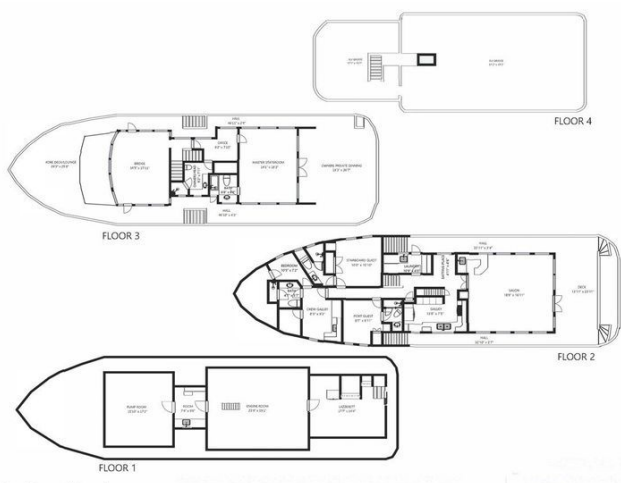
**Manufacturer:**

Caterpillar

**Fuel Type:**

Diesel

# GALLERY

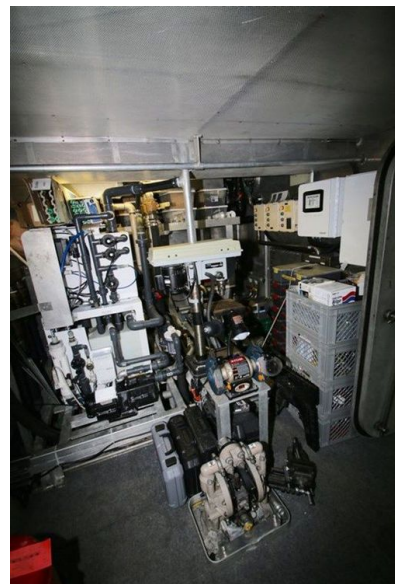


Actual size and dimensions may vary

AREMAC PHOTOGRAPHY



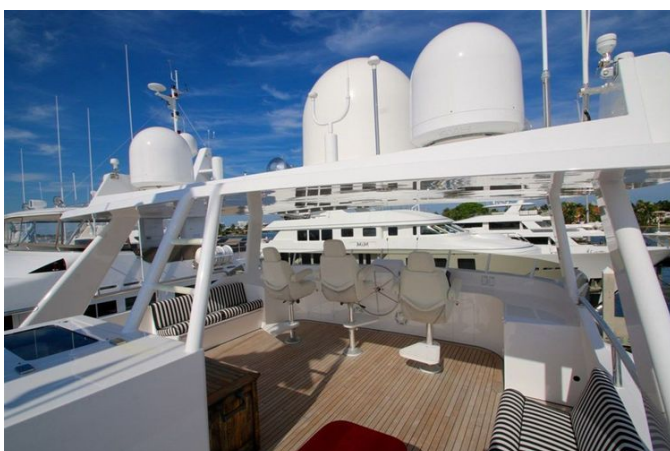
















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# DETAILED DESCRIPTION

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## Accommodations

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Rosa stands apart as one of the few explorer yachts in her size with a vast master stateroom positioned just aft of the wheelhouse, complete with a private deck, while all guest cabins are thoughtfully arranged on the main deck. She has carried her five owners and their families more than 50,000 ocean miles on her own hull, from the Mediterranean to New Zealand and back to the West Coast, demonstrating an impressive range of over 5,000 miles at an economical fuel burn of 16 gallons per hour at 9 knots. As efficient as she is seaworthy, she exemplifies purpose-built capability with an all-aluminum construction and exceptional volume, and her expansive, modern bridge affords a sweeping 270-degree view. Equipped for serious adventure cruising and pure waterborne fun, she carries a dive compressor with racks for ten tanks, multiple kayaks, and comprehensive fishing gear, while her systems deliver over 2,000 gallons of fresh water-making capacity per day alongside an environmentally friendly sewage treatment capability. Built to expedition standards by ABD of Vancouver, Canada, she is designed to carry her owner and guests anywhere in the world in comfort and safety. Stewarded by an owner with a deep respect for preventative maintenance, Rosa is superbly maintained and thoughtfully equipped, presenting a rare opportunity for those seeking to venture beyond the ordinary.

Rosa's accommodations layout is typically found only aboard much larger vessels. The master suite, located on the upper deck directly behind the wheelhouse and connected to a fully covered private deck, comprises first the large main cabin with eleven substantial windows that create a 270-degree panorama from the king bed, each window fitted with remote-controlled blinds; second, his-and-hers heads—one with a Jacuzzi hydromassage tub and

the other with shower towers; third, a separate office area; and fourth, a generous, fully covered private outdoor lounge. The her-side master tub/shower features outside access that leads directly into the shower.

Another distinctive advantage is that the guest accommodations reside on the main deck, where two very large guest cabins each enjoy an en suite bathroom. One cabin offers a large settee that converts to a single berth, while the other features a centerline king bed, allowing Rosa to sleep seven guests in comfort.

Forward on the main deck, the crew's quarters reinforce the yacht's mega-yacht sensibility with a complete galley and lounge area, plus two crew cabins accommodating a total of four crew; historically, she has been operated with two or three crew. The entire lower deck is dedicated to the engine room, service spaces, and a dedicated dive and fishing area—yet another hallmark more commonly reserved for far larger explorer yachts.

## Main deck

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At the stern there is a four-foot integrated swim platform with watertight hatches to compartments used for general storage. In 2014 a pantograph Freeman door was added directly from the swim platform to the large lazarette/dive/fishing center, with continued access to the extensive engine room and service areas. The five underwater lights create a dramatic nighttime glow in the water surrounding the stern of the yacht.

Dual stairs lead up to the aft deck, which features a gas barbecue grill, refrigerator, and a large comfortable settee with a mahogany table suitable for alfresco dining for six or more. There is one centerline power capstan for ease of mooring and towing.

From the aft deck, moving forward through double doors, the main salon unfolds with a large sectional sofa, two overstuffed occasional chairs, a dining

table, a full-service stand-behind wet bar, and an entertainment center. Bathed in natural light from expansive windows, this inviting space was further refined in 2014 with the installation of jatoba hardwood floors and an extensive sound attenuation system, creating not only a warm, welcoming atmosphere but also a notably quiet one.

Next forward on the portside is the large, fully equipped modern galley with generous storage, including a pantry and a large side-by-side refrigerator. Opposite the galley is a breakfast settee for four. One of the many large Explorer Yacht features you will find on ROSA is the fully enclosed laundry room with two washers, two dryers, a deep stainless steel laundry sink, a wet storage locker, and a folding area with cabinet storage. This laundry area has a convenient side deck door.

Continuing along the central passageway are the port and starboard guest staterooms: the port stateroom features a queen-size bed with settee, while the starboard offers a walk-around king bed. Both have a head and shower en suite, and each guest cabin has a flat screen TV and stereo.

All the way forward are the crew quarters, with port and starboard double cabins in the bow featuring stacked single bunks and a shared head and shower on centerline. This comfortable crew area includes a lounge with dinette, galley area, and an entertainment center with a complete audio-visual and satellite TV system. TV/video displays in the crew cabin also allow bridge/navigation data to be displayed.

## Lower deck

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A centerline watertight door between the galley and laundry leads to the machinery spaces on the lower deck, a level composed of five watertight bulkhead compartments entirely dedicated to engineering, service, and stowage. Aft, the expansive lazarette houses the steering systems, two large stainless steel fresh water tanks, two chest freezers, and a full-size refrigerator.

Thoughtful storage abounds with cabinets for fishing tackle and overhead provisions for rods and spearguns, complemented by a dive compressor and sixteen single scuba tanks. In 2014, a new Northern Lights 38 kW generator was installed; it is enclosed within a sound shield, fitted with additional mounts to eliminate vibration and noise, and water cooled with water wash exhaust. This generator and the other new generator are so quiet that conversation is effortless even when standing beside them.

Forward of the lazarette, through a watertight door, lies the spacious engine room with full standing headroom throughout and generous walkaround clearance at the main engines and both generators.

In 2014/15, extensive work elevated ROSA's engine room to the highest standards. The main engines and generators were remounted, and the exhaust system was redone to further lower the already minimal vibration and sound levels. One of the main generators was replaced with a new Northern Lights 55 kW unit in a sound shield, and the other was completely checked and serviced. ROSA now has a total of three generators, two brand new, each capable of handling all the electrical systems of the vessel, with two able to drive the hydraulics. A new firefighting system was installed, and all equipment was checked, serviced, or upgraded as needed in the past two years.

Continuing forward through another watertight door is the air-conditioned workshop with chest tool storage, port and starboard workbenches, and cabinet storage for spare parts. Beyond the next watertight door lies a large pump room and excellent storage area that also houses additional workshop power tools, including a drill press, grinder, and metal lathe. In 2015, the entire air conditioning compressor system was replaced. ROSA features a Marine Air system with three compressors that provide a high level of redundancy—only one compressor is sufficient to cool the entire boat—and all pumps and other components of the air conditioning system have been serviced or replaced.

Two independent Seakeeper gyro stabilizer systems were installed, each fully

capable of stabilizing the boat underway and at anchor; in extraordinary seas, both systems can be brought online. As a triple backup, the original fin Naiad system remains in place and in service, rebuilt in 2012.

The final forward watertight "crash bulkhead" separates the pump room from the bow chain locker. All below deck compartments are air conditioned except for the engine room and lazarette.

## Upper deck

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The enclosed wheelhouse is generous in scale and exudes a big-ship feel. Three evenly spaced leather pilot chairs (2014) span the fully appointed helm console, supported by an updated suite of electronics with full integration enabling operation and monitoring of many onboard systems via iPhone/iPad, the Internet, and satellite systems. At the aft bulkhead, a large, comfortable, raised leather settee (2014) and a table for six command a remarkable 270-degree view. Port and starboard wheelhouse doors lead to full control wing stations on the side decks, and there is a fourth control station on the aft owner's deck. The foredeck features a large sun pad lounge area, heavy-duty dual anchoring capstans in a large stainless self-draining tray, and a ship's bell with engraved name.

The entire upper deck aft of the wheelhouse encompasses the master stateroom suite, including a study containing a full desk with computer workstation. The master stateroom is positioned and proportioned in a way rarely found on vessels even much larger than ROSA. The master suite consists of a centerline king-size bed with extensive drawer space. There are now two large master heads (2014): one with Jacuzzi tub/shower and outside access and vanity, with an outdoor shower at the entrance to that head; and the second with vanity, stall shower, and an enclosed toilet area. A private desk/office area just aft of the first head could be converted into a large full-size closet, while another desk workstation is located in the main master cabin, where the

expansive bridge area and views create an ideal work/office setting.

Centerline double doors aft from the master lead to the owner's spacious, fully covered private aft deck, which includes a table, chairs, and a bar with icemaker and a two-drawer refrigerator. Aft on this deck is a centerline helm with engine and steering controls.

## Top deck

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Just aft of the wheelhouse to port, an internal stairway leads to the flybridge and expansive boat deck, complemented by direct ladder access from the owner's private deck. The flybridge is crowned by a custom hard top and centers on a helm station flanked by three pilot seats. Aft of the dashboard to starboard, a built-in L-shaped settee embraces a mahogany cocktail table for six, served by an ice maker and a teak cooler. The boat deck is equipped with a new 5,000-pound crane installed in 2014 to service the extensive deck area, and in 2014 the deck was extended to accommodate a 24-foot tender, a crew tender, and an array of water toys.

## Computer, audio and visual equipment

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Most audio-visual systems have been thoughtfully upgraded or replaced in recent years, elevating entertainment and connectivity throughout. At the heart of the suite is a latest-generation, five-foot Seatel 5009-33 Linear Ku VSAT Dome Antenna installation, delivering high-speed Internet and telephone service worldwide, a 150k installation completed in 2014. Complementing this is a remotely PTZ-controlled, thirteen-camera system installed in 2014 that provides real-time views of all main areas of the yacht and her surroundings from anywhere in the world, including via iPhone, iPad, etc. Entertainment is powered by six TVs with DVDs, highlighted by a fifty-two-inch SAMSUNG 4K 3D LCD 2015 model in the salon. Each guest area and cabin features satellite TV

and a PBX telephone connection in every cabin, while a wireless network blankets the yacht and is linked to the computer server, printer, scanner, and fax. For television and communications, the system includes TRAC Vision SatTV G-6 and TRAC Vision KVH sat phone/fax/internet for redundancy. High-end speakers are installed throughout interior and exterior spaces, with the exception of the foredeck.

## Galley & laundry equipment

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The galley and service areas are impeccably equipped, beginning with a GE Monogram stainless steel side-by-side refrigerator, a GE Monogram 30-inch oven, and a GE Monogram microwave/convection hood-mount microwave oven, all complemented by a GE 36-inch glass induction cooktop, induction-style. Cleanup is effortless with a KitchenAid stainless steel trash compactor, a KitchenAid double-drawer dishwasher, and a double stainless steel sink. Provisions are easily managed with two chest freezers and one refrigerator below deck, while the Owner's Deck benefits from its own refrigerator and icemaker. Entertaining is seamless thanks to ice makers at the wet bar in the salon and on every deck. Laundry needs are handled by Bosch stacked units comprising two washers and two dryers (2014).

## Deck & hull

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Poised for confident handling and effortless enjoyment, the deck and hull are illuminated by five underwater lights and commanded from port and starboard wing stations. The ground tackle is robust, featuring two 420 lbs Danforth style anchors served by two 500' 5/8" chain rodes, complemented by ample nylon dock and mooring lines in varying sizes and lengths. A carbon fiber passerelle added in 2014 streamlines boarding. At the bow, two Lewmar hydraulic 4,000 lbs forward anchor windlasses, rebuilt in 2014, take

charge of anchoring duties, while one Lewmar electric 3,000 lbs aft anchor capstan provides precise control astern. Tender operations are effortless with a telescopic Steelhead model 5000 dinghy davit offering 5,000 lb capacity, installed in 2014, paired with a 14' Wide Body Zodiac Open Pro 420 crew dinghy powered by a 50hp Yamaha and equipped with VHF and a plotter/fish finder. Nighttime and low visibility navigation are enhanced by two Carl & Finch remote search lights and one deck flood light, while dual down riggers and dual outriggers expand the yacht's fishing capabilities. Safety is assured with two DBC eight person life rafts with hydrostatic release, new in 2014. Practical touches throughout include pressure wash outlets on each deck, a removable swim ladder, and built in port and starboard swim ladders at the stern.

## Electronics

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A comprehensive new 2014 NMEA2000 system anchors the bridge, delivering full navigational data and complete engine diagnostics to two 24-inch LED computer screens in the wheelhouse, with seamless remote access from smartphones and tablets throughout the yacht and, via the Internet, from any location worldwide. Enhancing situational awareness, an Echopilot FLS-3D forward-looking sonar with 3D display—an extensive 100k installation completed in 2014—works alongside a ComNav autopilot with remote, an Anschuetze gyro compass with repeaters serviced in 2014, and an eight-inch Binnacle magnetic compass.

The navigation suite is further elevated by two Furuno black box systems, presenting three screens at the wheelhouse and one at the flybridge, a Furuno NavNet chart plotter, and a Northstar 952xw color WAAS GPS/plotter. Communications are robust and redundant, featuring two VHF radios with independent battery systems and four handheld VHF-FM radios, complemented by an ICOM M-700 HF-SSB radio with antenna tuner, weather

fax, Sailmail email, and GRIB weather reports.

Safety and performance instrumentation include a NAVTEX weather fax receiver, Raymarine fog horn, Wagner rudder angle indicator, Furuno depth sounder with speed/log, B&G depth sounders with repeater and alarm, a B&G windpoint and anemometer, a Raymarine log, a quartz clock and barometer set, and a Furuno network sounder.

Global connectivity is assured by a 5 ft Seatel 5009-33 Linear Ku VSAT dome antenna installation providing high-speed Internet and telephone service worldwide—an impressive 150k installation completed in 2014—while an upgraded Panasonic PBX telephone system integrates intercom, SatTV, SatInternet, cellular, and fax. A remotely PTZ-controlled, 13-camera system installed in 2014 gives owners real-time views of all principal areas onboard and the yacht's surroundings from anywhere in the world, including via iPhone and iPad, and an Inmarsat KVH F55 Fleet 24-inch dome system stands by as a dedicated backup for added redundancy.

## Electrical system

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Power generation is delivered by three robust units: a Northern Lights 38 kW (2014) with 4,300 hours as of August 2015, a Northern Lights 55 kW (2015) with 1,200 hours as of August 2015, and a Caterpillar 3304B 60 kW with 21,000 hours as of August 2015. The two new generators incorporate soundproof enclosures, additional custom mounts, and custom exhaust systems to virtually eliminate vibration, and they are so quiet that one can conduct regular conversation next to the unit running at the maximum power setting. Two generators are keel cooled and dry stacked, while the new 38 kW unit is raw-water cooled with wet exhaust. The vessel's battery system is 24 volts, featuring four 8D house/emergency batteries (2015), two 8D batteries per main and generator engines with all banks interlinked (2015), one 8D at the flybridge for emergency use (2015), and two spare 8D batteries. Navigation

lights operate on 24 volts in accordance with USCG rules. Shore power is 230 VAC from both port and starboard, supported by two shore cords with Glendinning. Charging and conversion are handled by two Professional Mariner 40-amp 24-volt automatic chargers, two Newmar chargers, and two AtSea shore power converters.

## **Engine room & mechanical equipment**

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Power comes from twin Caterpillar 3406 B – TA engines originally rated at 550 HP, de-rated to 310 HP at 1,200 RPM. Both mains have been overhauled and upgraded and now show 1,760 hours; with these upgrades, ROSA burns 16 gallons per hour at 9 knots, including a generator online. The main engines and the two large generators are configured with dry-stack exhaust and are keel-cooled. In 2014 the main engine soft mounts were renewed and the exhaust supports were moved off the overheads. Thrust is delivered via five-blade, 40-inch propellers, with Kobelt air shift controls and Twin disk 3:1 reduction gear transmissions with trolley pumps, completely rebuilt in 2011/2012. Ride comfort is ensured by Naiad hydraulic stabilizers rebuilt in 2011. Fresh-water cooling is handled by keel coolers, and hydraulic pumps are fitted on two generators. Fresh water is assured by an HEM watermaker with UV filter producing 2,000 gpd, upgraded in 2015, complemented by a Sea Recovery watermaker with UV filter producing 1,800 gpd, also upgraded in 2015. Climate control comes from a Marine Air central chiller, three-stage air-conditioning system overhauled with all new compressors installed in 2015. Serviceability is enhanced by a portable Numatic pump integrated oil-change system serviced in 2014, and fuel polishing is handled by an Alfa Laval fuel separator with pre-filter, serviced in 2014. Waste management is via a Headhunter sewage treatment system, serviced in 2014, while safety is addressed by an FM200 fire system in the engine room paired with a new Honeywell alarm system installed in 2015. In 2014 all valves, seacocks, and raw

water plumbing were rebuilt, engine room lighting was replaced with LED as the entire yacht was converted to one hundred percent dimmable LED, and reliability was further bolstered with two 110v emergency bilge/fire pumps and two 24v emergency bilge/fire pumps, each serviced in 2014, plus hand emergency bilge pumps. A Browning air compressor, serviced in 2014, fills four tanks simultaneously. Rounding out the package are an oil spill kit with boom and numerous spare parts and tools.

## Tankage

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Engineered for extended range and autonomy, the yacht carries 10,300 gallons of fuel and 1,400 gallons of fresh water, complemented by a dedicated 250-gallon lube oil tank and a 500-gallon waste oil tank, while six water ballast tanks refine trim and stability across varying sea conditions.

## Upgrades

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Upgrades and work completed in 2017 encompassed comprehensive attention to the hull, propulsion, power generation, and key onboard systems. The hull received fresh bottom paint, while the shafts were pulled along with the couplings, which were refaced before reinstallation; the rudders were removed, strut bearings replaced, and packing in the glands renewed. In the shaft alley, distressed aluminum was cut out and replaced, ensuring longevity and integrity below the waterline. The twin CAT 3406 mains benefited from significant service, including replacement of both cylinder heads with CAT remanufactured heads, removal and service of the injector pumps, complete replacement of all injectors, and installation of a new port number six cylinder liner. The generator suite—comprising 70 kW, 55 kW, and 38 kW units—was upgraded with a new 38 kW Northern Lights generator, a new 70 kW CAT electrical end, serviced injector pump and injectors on the 55 kW Northern

Lights, and a new belt and freshwater pump on the 55 kW. Additional 2017 improvements included a full crane service with all hoses replaced, new washing machines installed in pairs, a new bridge computer monitor, a new B&G master head unit, DirecTV boxes upgraded to HD, and an updated and upgraded Headhunter wastewater treatment system.

Extensive upgrades were executed in 2014, with substantial projects completed at Marine Group Boat Works (MGBW) in San Diego. Stabilization was transformed with the installation of two new 26/21,000 lb Seakeeper gyro stabilizers, each independent, while the previous fin-based Naiad system was overhauled by Naiad and retained for redundancy, giving ROSA three independent stabilization systems; installation of the Seakeepers was completed at MGBW. Thanks to Seakeeper Zero Speed capability, ROSA is exceptionally laterally stable, with each large unit sized for yachts in the eighty-to one-hundred-foot range; even operating a single gyro in all but rough seas, lateral roll is virtually eliminated. This investment also reduces underway drag attributed to traditional fins—estimated at ten percent of fuel consumption per Nordhavn 120 data—while the Seakeepers draw only 800 W. Performance and efficiency were further enhanced with a new bulbous bow designed by Patrick Bray, bringing ROSA to LOL = LOA = 90', and the addition of bilge keels beneath the propellers and rudders with reinforced skegs for shallow water propeller protection and improved longitudinal stability. All engines were remounted on new Soundown cushion systems engineered specifically for ROSA to suppress noise and vibration, and all exhaust lines were remounted to minimize transmission of sound and vibration into the hull; the one legacy CAT generator retained as the third unit received an extra padded cover, and all exhaust lines were padded. Exterior architecture saw the boat deck extended aft by fifteen feet to shelter the master deck, creating a large, private, covered terrace directly accessible from the Master, and widened on both sides forward to cover the side walkways; the upper deck rails around the master area were replaced with a solid bulwark, and all rails throughout the yacht

were renewed in polished, maintenance free aluminum. Heavy duty handling was upgraded with a brand new Steelhead 5,000 lb crane and structural enhancements. The tender and toy complement was expanded with a utility Zodiac Bayrunner fourteen foot tender powered by a fifty horsepower Yamaha and a Yamaha Cruiser jet ski with one hundred seventy five horsepower.

Electrical and mechanical reliability rose with two new, quiet, fuel efficient Northern Lights generators at fifty five kilowatts and thirty eight kilowatts, while the third legacy CAT sixty kilowatt generator was retained for redundancy, fully surveyed and serviced with excellent compression. The twin CAT 3406 mains were overhauled and zero timed in 2012, then thoroughly surveyed and serviced in 2014, and are notably quiet after rehang and impressively fuel efficient. Safety was elevated with a brand new fire suppression system. A pantograph transom door and staircase lead to the reconfigured dive shop for improved watersports access, and line cutters were fitted to the shafts and stabilizer fins. Comfort and stability underway and at rest were further refined with an additional 20,000 lb of lead ballast installed low in the vessel, with the option to supplement using water ballast and trim as desired. All tanks were overhauled; the grey, black, and freshwater tanks were resurfaced and any sign of in tank wall corrosion, however slight, was replaced. An ultrasound survey of the entire hull revealed no hull corrosion. All seacocks were renewed.

Electronics and connectivity were modernized with more than \$150,000 invested in upgrades, including a forward looking sonar with a 3D display and a new NMEA2000 network accessible remotely from smartphones. A further investment exceeding \$150,000 delivered a high performance Internet dish and network, an eighteen camera system with remote access, and a new satellite phone system serving all cabins; in addition to cameras, all boat systems and diagnostics can be accessed via satellite from any cell phone. Flow scans were added to all five engines, networked via NMEA200 and

Internet enabled. The exterior received a complete makeover: the yacht was stripped from top to bottom, primed, and repainted in the United States at MGBW. All decks were rebuilt with a new base and entirely new teak throughout, completed and warranted by Teak Deck Systems, Inc., and powder coated rails were replaced by polished, coated, virtually maintenance free rails as validated by an eight month test. Hardware throughout, including door locks and hinges, was replaced or overhauled and repolished. Climate control was comprehensively refreshed, with the Marine Air triple chiller (installed in 2012) supported by exchanger replacements as needed and all ducts and lines renewed and reinsulated in 2014, followed by new AC compressors installed on August 12, 2015. Inside, the yacht was reimagined with Brazilian jatoba floors in place of carpet, new furniture and appointments, twin side rails on all interior and exterior stairways, remote electric blinds, full conversion to dimmable LED lighting, and upgrades to plumbing, water heating, and fixtures. New upholstery in distressed leather was fitted across all seats and settees, and a refined 1920 style nonglossy décor now graces ROSA throughout. Entertainment and galley provisions were uplifted with all new 4k TVs, refrigerators, and freezers; the crew quarters were rearranged for better function; all mattresses were upgraded; a second master bathroom was added with an external access door and Calcutta Sepia marble; and a carbon fiber gangway was installed—complementing countless other thoughtful enhancements.

## Remarks

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Rosa's enormous volume places her firmly in the comfort class of displacement motor yachts well over 100 feet (30m). This serious, world-class Explorer yacht benefited from an extensive 2014/15 refit during which she was completely updated and serviced, including new generators, new Seakeeper zero speed stabilizers, a new updated bulb, a complete repaint, and extensive additional

work totaling over \$2.5 million.

She has carried her five owners and their families over 50,000 ocean miles on her own hull, voyaging from the Med to New Zealand and back to the West Coast. Rosa offers more than 5,000 miles of range at an economical fuel burn of 16 gallons an hour at 9 knots, making her as efficient and seaworthy as any vessel in her class.

An all-aluminum, purpose-built yacht with exceptional volume, she delivers from her expansive and modern bridge a 270-degree view that imparts the sensation of commanding a vessel well over 100 feet. She carries the equipment required for serious adventure and water play, including a dive compressor with racks for ten tanks, multiple kayaks, and a comprehensive fishing setup. The vessel provides more than 2,000 gallons per day of freshwater-making capacity and features an environmentally friendly sewage treatment capability. ROSA is ruggedly built and as practical as she is handsome. Built to expedition standards by ABD of Vancouver, Canada, she is designed to take her owner and guests in comfort and safety anywhere in the world.

Her owner's deep respect for preventative maintenance programs is evident throughout, and as a result she is a superbly maintained and thoughtfully equipped cruising yacht that presents a unique opportunity for those eager to venture beyond the norm.

# CONTACTS

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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

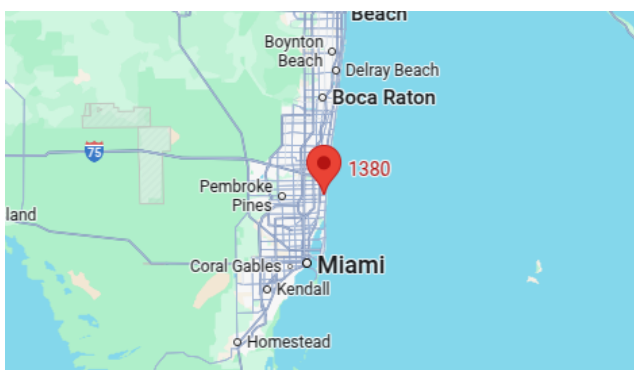
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## Address

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