

## SORRENTO STAR — AQUA STAR



**Builder:** AQUA STAR

**Year Built:** 2001

**Model:** Motor Yacht

**Price:** PRICE ON APPLICATION

**Location:** Italy

**LOA:** 70' 0" (21.34m)

**Beam:** 19' 3" (5.87m)

**Min Draft:** 5' 0" (1.52m)

**Cruise Speed:** 18 Kts. (21 MPH)

**Max Speed:** 21 Kts. (24 MPH)

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# SPECIFICATIONS

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## Overview

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This pedigree heavyweight cruising motoryacht needs little introduction. The Aquastar 70 sleeps 8 in elegant comfort, whilst remaining an outstanding sea-boat of repute. Fully-kitted, this 2001 example is ready to wander.

## Basic Information

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**Category:** Motor Yacht

**Model Year:** 2001

**Year Built:** 2001

**Country:** Italy

**Fly Bridge:** Yes

**Cockpit:** Yes

## Dimensions

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**LOA:** 70' 0" (21.34m)

**LWL:** 59' 0" (17.98m)

**Beam:** 19' 3" (5.87m)

**Min Draft:** 5' 0" (1.52m)

## Speed, Capacities and Weight

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**Cruise Speed:** 18 Kts. (21 MPH)

**Cruise Speed RPM:** 1800 Kts.

**Max Speed:** 21 Kts. (24 MPH)

**Max Speed RPM:** 2200 Kts.

**Displacement:** 110231.131 Pounds

**Water Capacity:** 607.5957196 Gallons

## Accommodations

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**Total Cabins:** 4

**Total Berths:** 8

**Total Heads:** 4

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## Hull and Deck Information

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**Hull Material:** GRP

**Deck Material:** GRP

**Hull Configuration:** Semi-Displacement

**Hull Designer:** Aqua-Star / Ken Freivokh

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## Engine Information

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**Engines:** 2

**Manufacturer:** Caterpillar

**Model:** 3406E

**Engine Type:** Inboard

**Fuel Type:** Diesel

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# DETAILED INFORMATION

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## Construction

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*RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – “Ocean”*

### *Hull Construction:*

- The GRP hull is constructed to Lloyds Register of Shipping recommendations using a modern Lloyds approved moulding facility.
- Modern Isophthalic gelcoats are used in the hull construction to provide improved resilience to moisture ingress. The GRP hull is further reinforced by woven cloth where appropriate.
- The topsides are cored with end-grain balsa for extra stiffness, weight saving and improved insulation against both noise and heat.
- Stringers, water tanks, main bulkheads and engine settings are all moulded to the hull along with 5 watertight bulkheads.
- SORRENTO STAR's hull is finished in light ivory.

### *Deck & Superstructure Construction:*

- Balsa-cored GRP deck & superstructure with ply laminate used beneath deck fittings and in high-stress areas.
- The deck is overlaid with 9mm thick handpicked teak planking with nonslip GRP mouldings in all other areas. The expansive aft deck area, foredeck and main flybridge areas are also laid with teak planking.
- A raised bulwark is built in to the topsides, which is teak-capped as far as the aft quarter where the bulwark is further raised to guardrail level.

## Machinery

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### *Engine & Gearboxes:*

- 2 x Caterpillar 3406E in-line 6-cylinder 14.6 litre turbocharged aftercooled 4-stroke diesel engines.

- Engines capable of producing 800bhp (811 mhp) each at 2,300rpm, but down-rated to 700hp @ 2,200rpm for increased reliability, and lower levels of noise & vibration when used in a leisure application.
- Twin disc MG5114-A hydraulic gearboxes with 1.92:1 reduction ratio.
- Closed-circulation fresh water engine cooling via saltwater intakes and heat exchangers.
- HMI water separator systems for saltwater intakes.
- Maniflex Ltd wet exhaust system for quieter operation (partially replaced 2007).
- Comtex emission control devices.
- Dual Separ fuel/water separators for each engine with warning alarms at lower helm.
- Servowatch engine monitoring system built in as feature within Kelvin Hughes multi-function bridge displays at lower & upper helms.

### *Maintenance & Performance:*

- Engine hours: c. 2,350.
- Last date of engine service: 42 hours ago (September 2011).
- Displacement cruising speed: approx 10-11 knots @ 1,350rpm
- Semi-displacement cruising speed: approx 18 knots @ 1,800rpm
- Maximum speed: approx 21 knots @ 2,200rpm
- Fuel consumption @ displacement cruising speed: approx 65 litres per hour for both engines together
- Theoretical range @ cruising speed: approx 1,385Nm

### *Propulsion & Steering:*

- Mathers Commander electronic throttles at upper and lower helms with Clear Command control units.
- Caterpillar electronic engine control systems with displays at upper & lower helms.
- Engine start/stop controls at upper & lower helms and at engines themselves.
- Bronze p-bracket shaft support struts with rubber cutlass bearings.
- 2.5" stainless steel propeller shafts.
- Dripless shaft seals.
- 5-blade bronze propellers.
- Cast bronze rudders.
- Hypro Marine hydraulic steering system.
- Sleipner Sidepower 10hp 155kgs 24v bow thruster with control joystick at upper and lower helms; wiring for stern thruster installed.
- Koopnautic NK1018 24v hydraulic actuated stabilisers with controls at lower helm.
- 24v hydraulic actuated trim-tabs with controls at lower & upper helms.
- Mathers Commander remote control handset with connection points at aft cockpit and on flybridge, allowing remote control of throttles and thrusters when manoeuvring.

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## Electrical Systems

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### *Voltage Systems:*

- 12v DC distribution panel at lower helm system supplying:
  - Navigation lights, video splitter, helm seats, B&G navigation equipment, deck lights, Ergopod trackball control, GyroTrac
- 24v DC distribution panel at lower helm supplying:
  - Autopilot, horn, Mini-M, DGPS, alarms, VHF, stabilisers, search lights, battery link, windscreen wash & wipers
- 24v DC main distribution panel supplying:
  - Engine room fans, lights, fuel transfer pump, seawater washdown pump, freshwater pumps, holding tank discharge pumps, bilge pumps, windlasses, capstans, passarelle, garage door, flybridge fridge, satellite receiver
- 220v AC distribution panel supplying:
  - Radar, ECDIS system, satellite TV receivers, computers, air-conditioning, water heater, flybridge BBQ, watermaker, microwave, hob, oven, washing machines, fridge, inverter etc.

### *Battery Banks:*

- All batteries checked and replaced 2011.
- High capacity remote emergency start battery crossover contactor.
- Main solenoid battery isolators at aft cockpit.
- Service Batteries:
  - 10x 12v 135Ah service batteries joined in series and parallel to supply 675Ah @ 24v.
- Engine start batteries:
  - 4x 12v 90Ah engine start batteries joined in series and parallel to supply 180Ah @ 24v.
- Generator batteries:
  - 2x 12v 90Ah generator start batteries connected independently port & starboard to



main & secondary generators.

- Aft Deck Services:
  - 2x 12v 90Ah services batteries joined in series to supply 90Ah @ 24v.

#### *Battery Chargers:*

- Victron Energie Skylla-TG 24v/220v 100Amp automatic battery charger for main battery banks with temperature and remote voltage sensing.
- Victron Energie Phoenix Combi 24v/220v 50Amp combination automatic battery charger with 2,000w inverter (2007).
- Newmar RM-210 12v/220v 10Amp battery charger for generator battery bank.
- Mastervolt Mass 24/25 24v/220v 25Amp automatic battery charger for aft deck services (2004).
- Newmar diode battery isolator connected to battery chargers.
- Powerline low-loss diode battery isolators for charging via port & starboard engine alternators.
- DC-DC converter for supplying power to 12v services from 24v battery banks.
- AC-AC converter for supplying 220v from 110v shorepower connection.

#### *Alternators:*

- Caterpillar 24v 60Amp alternators on main engines.

#### *Generator:*

- Kohler 19EF02 single phase 50Hz 19kw 12v/110v/220v main generator.
  - Generator hours: 2100 as of 10-01-13.
- Kohler 8EF02 single phase 50Hz 9kw 12v/110v/220v secondary generator.
  - Generator hours: 3200 as of 10-01-13.
- Individual Fleetguard FS1242 fuel/water separators for each generator.

#### *Shore Power:*

- 2 x 220v/110v 50Hz universal shorepower connections with 16A or 32A connections.
- Cablemaster electric retracting shorepower cable system.

#### *Other Electrical:*

- Axon Components AC Power Source & Distribution remote system source selector controlling input from Genset 1, Genset 2, Shorepower 1, Shorepower 2 & Inverter.
- Phoenix Combi Gold charger control & monitor system at lower helm.
- Manual inverter control at lower helm for powering navigation equipment.
- AMM Load Selector.
- Volt & Amp meters at main DC & AC distribution panels.
- 220v ring main with outlets in all cabins and engine room.
- 12v power socket at lower helm.
- 24v power socket at lower helm.
- 220v waterproof power sockets at bow and aft deck.
- Zinc Saver II 50Amp galvanic isolator system.

## Plumbing Systems

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### *Fresh Water & Water Heating System:*

- Water is pressurised by 24v high-pressure pump system with 100 litre (23 gallons) accumulator tank.
- In-line filtration for freshwater supply.
- Hot & cold freshwater pressurised water supply to heads, showers, galley and bathing platform shower.
- Pressurised deck washes at bow & stern.
- Shore fresh water supply inlet for connection to external pressurised supply.
- 136 litre (30 gallons) calorifier driven by port engine or via 220v immersion heater element.

### *Watermaker:*

- Aquafresh AF-600B 220v reverse-osmosis 100lph watermaker.
- Watermaker hours: Unused.
- Watermaker unused in current ownership and may require servicing prior to use.

### *Bilge Pumps:*

- 8 x 24v automatic bilge pumps with float-switches located:
  - Port side VIP suite bilge.
  - Starboard side VIP suite bilge.
  - Port guest suite bilge.
  - Starboard guest suite bilge.
  - Port engine room bilge
  - Starboard engine room bilge.
  - Port side master suite bilge.

- Starboard side master suite bilge.
- Henderson manual bilge pump with pick-up points in 8 bilge compartments around the yacht selectable from aft deck.

## Tankage

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- The tank levels can be monitored via the Servowatch system within the multifunction bridge displays
- All tanks can be filled via stainless steel deck fillers.

### *Fuel:*

- 9,000 litres (1,980 gallons) in 2x GRP keel tanks & 2x Aluminium day tanks with threaded inspection caps
  - Port keel tank – 1,800 litres (396 gallons).
  - Starboard keel tank – 1,800 litres (396 gallons).
  - Port day tank – 2,700 litres (594 gallons).
  - Starboard day tank – 2,700 litres (594 gallons).
- Fuel tank manifold system allowing fuel to be pumped across tanks.
- Jabsco VR050 24v fuel transfer pump with for transferring fuel via manifold system .
- Fuel tanks and fuel lines professionally cleaned June 2007.
- Fuel shutoffs at aft cockpit.

### *Fresh water:*

- 2,300 litres (506 gallons) in 3 x tanks located amidships.
- Water tank manifold system allowing water to be pumped across tanks and diverted from watermaker.

### *Grey/Blackwater holding tanks:*

- Greywater from galley and forward heads passes from sump tank to main greywater tank via float switch-activated pump. Greywater can then be discharged overboard or via deck evacuation point.
- Greywater from aft heads passes directly to dedicated greywater tank which then discharges in a similar fashion to main greywater tank.
- Heads pump directly to blackwater holding tanks which in turn discharge out to sea via 24v discharge pumps or via deck evacuation points.
- 2 x Blackwater tanks servicing forward heads and master cabin heads with indicators in

heads and further tank monitoring at lower helm.

*N.B. Forward port holding tank pump is non-functioning.*

## Navigation Equipment

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- Raymarine Chart Plotter installed at main and flybridge helm positions.
- Raymarine radar.

### *Lower Helm:*

- Kelvin Hughes Nucleus 7000TFT ECDIS/Conning Display system comprising:
  - 2x 15.4" TFT display screens; one dedicated to radar display and the other displaying multi-systems including chart-plotter, engine controls and tank monitors
  - Windows operating system with keyboard & mouse integrated to helm console with further Ergopod trackball control on helmseat
  - 10kw X-band radar system coupled to 1.3m scanner
- Sewa Barramundi Plus 10" colour GPS chartplotter (C-Map) (used as principle plotter system over Kelvin Hughes ECDIS unit)
- MLR FX412 DGPS
- B&G Hydra 2000 multi-display showing wind speed & direction, boat speed, depth, log etc
- FLS Gold forward looking echosounder
- C-Plath Navpilot V autopilot integrated to ECDIS unit
- KVH GyroTrac 3-axis gyro-stabilised digital magnetic compass
- Ritchie binnacle compass
- C-Plath analogue rudder angle display
- Brass barometer
- Communication Equipment:
  - Sailor SP4164A Marine Mini-M satphone.
- Sailor C4901 VHF with DSC controller.
- Marincos shore connection for external telephone & TV.

### *Flybridge:*

- Kelvin Hughes Nucleus 7000TFT ECDIS/Conning Display system 15.4" TFT screen.
- C-Plath Navpilot V autopilot integrated to ECDIS unit.

- FLS Gold forward looking echosounder repeater.
- Ritchie binnacle compass.
- Communication Equipment:
  - Kelvin Hughes Husun 4901 VHF with DSC controller.

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## Domestic Equipment

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### *Galley:*

#### Cooking:

- Whirlpool 220v electric oven & grill.
- Whirlpool 220v 4-burner electric ceramic hob.
- Gaggenau 220v flush-retracting extraction fan.
- Whirlpool 220v combination microwave/grill.

#### Refrigeration:

- Whirlpool 220v American-style upright fridge/freezer with ice & chilled water supply.

#### Dishwasher:

- o Whirlpool 220v domestic dishwasher.

#### Utility Room:

- Whirlpool AWM 6120-6K 220v domestic washing machine.
- Whirlpool AWZ233 220v domestic dryer.
- Whirlpool Trash-compactor.

#### Flybridge:

- 220v electric BBQ.
- Sink with hot & cold fresh water supply.
- Isotherm front opening refrigerator.

#### *Heads/Showers:*

- 24v Vacuflush heads throughout.
- Dedicated shower compartments throughout with thermostatic hot & cold pressurised showers.

### *Heating & Ventilation:*

- Cruisair 100,000BTU reverse-cycle air conditioning system with 2x 220v pumps, 4 x compressor units & 7x outlets in:
  - Forward VIP cabin.
  - Port guest cabin.
  - Starboard guest cabin.
  - 3 x in Saloon.
  - Master cabin.
- Cruisair SMX II digital air/con controls in each individual accommodation cabin with three controls for the main saloon area.
- Delta “T” System moisture eliminator system in engine space with 2 x 24v to port & starboard.
- Opening deckhead hatches are located where appropriate and opening side-ports are featured throughout the length of the hull.

### *Entertainment:*

#### *Saloon:*

- Pioneer 52” plasma screen TV/monitor.
- KVH GyroTrac Tracvision G6 satellite TV system with enclosed receiver on radar arch.
- Pioneer Home Cinema system with integrated DVD player.
- Pioneer surround-sound speaker system with 5x speakers.
- Sony VCR.
- Sony Sky Digibox connected to KVH Trackvision system.
- Packard Bell Pentium III PC with wireless keyboard connecting to plasma screen.

#### *Master Suite:*

- Pioneer 52” plasma screen TV/monitor.
- Pioneer Home Cinema system with integrated DVD player.
- Pioneer surround-sound speaker system with 4x speaker and subwoofer.
- Sony VCR.
- Panasonic Sky Digibox connected to KVH Trackvision system.

#### *Guest Suites:*

- Pioneer PDV-10 DVD players.
- Sharp LC-20VM2 LCD televisions.

#### *Flybridge:*

- Clarion waterproof CD/Radio (requires replacement).
- Clarion waterproof speakers inset to radar arch.

#### *Lighting: Internal:*

- 24v halogen lighting throughout with chrome fittings inset to headlinings.
- “Power First” one-touch lighting dimmer controls.
- Reading lights in all accommodation cabins.
- Yellow LED courtesy lighting built into forward and aft staircases.
- Green/Blue LED strip-lighting built into internal flybridge staircase.
- Green/Blue LED strip-lighting incorporated into coffee & dining tables.
- 220v fluorescent & 24v lighting in engine room.

#### *External:*

- Kelvin Hughes FONDLE system (Fibre Optic Navigation & Deck Lighting Equipment) package consisting of:
  - NavPoint Fibre Optic Navigational Lighting.
  - Deckpoint Fibre Optic Deck Lighting along length of inner bulwarks.
- 24v lighting in aft deck deckhead, sidedeck deckheads and flybridge.
- 24v lighting in tender garage.
- LED lighting inset to flybridge and bathing platform steps.
- ITT Jabsco remote control searchlight on flybridge radar arch with controls at lower & upper helms.

## **Accommodation**

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#### *Summary of Accommodation:*

- High quality varnished cherry joinery throughout.
- Cherry laminate sprung flooring in main saloon & dining area.
- Ash & holly marine laminate floors in galley & utility room.
- Grey speckled Corian worktops in galley.
- Blue speckled Corian countertops in heads compartments.
- Cherry coffee & dining tables with black-veined Argentinean hardwood tops.
- Dark blue leather dining chairs.
- Saloon L-shaped settee finished in Champagne colored leather.
- Champagne colored leather helm & navigators seats.
- Champagne colored leather seating etc. in master suite.
- Cream curtains throughout.
- Oatmeal carpeting in all accommodation cabins and corridors.

- Patterned rugs in saloon and dining areas.
- Off-white padded vinyl headlinings.
- Stainless steel grabrails throughout.
  
- Chrome finish light fitting, locker & draw catches and light switches.

*Description of internal layout from forwards:*

*VIP Suite:*

Accessed through a watertight bulkhead door from the lower corridor. King size aft-facing walkaround bed with bedside tables either side. Hanging lockers outboard with LCD TV mounted within aft bulkhead on port side. Access to ensuite heads to starboard. Opening deckhead 'escape' hatch above with skyscreen.

*VIP Suite Ensuite Heads:*

Accessed from starboard side of the VIP suite and positioned aft. Dark blue Corian countertop with sink and freshwater supply. Electric flush heads and large dedicated shower cubicle with teak slatted sole. Ample ventilation via 24v forced extractor or opening sideport.

*Utility Room:*

Opposite day heads and accessed from lower corridor. White laminate countertop with inset sink. Stowage lockers and space for washing machine, dryer and trash compactor. Ventilation via opening sideport.

*Day Heads:*

Accessed from either forward corridor or starboard guest suite and positioned forward. Dark blue Corian countertop with sink and freshwater supply. Electric flush heads and large dedicated shower cubicle with teak slatted sole. Ample ventilation via 24v forced extractor or opening sideport.

*Port Guest Suite:*

Accessed from lower corridor. Twin berths with bedside table between. Hanging locker forward



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and LCD TV inset within forward bulkhead. Access to ensuite heads.

*Port Guest Suite Ensuite Heads:*

Accessed from port guest suite and positioned forward. Dark blue Corian countertop with sink and freshwater supply. Electric flush heads and large dedicated shower cubicle with teak slatted sole. Ample ventilation via 24v forced extractor or opening sideport.

*Starboard Guest Suite:*

Accessed from lower corridor. Twin berths with bedside table between. Hanging locker forward and LCD TV inset within forward bulkhead. Access to ensuite/day heads.

*Forward Corridor:*

Accessed from forward end of main deck via staircase. The staircase/corridor extends down and aft to give access to guest suites and also access to a sizeable utility cupboard.

*Galley:*

Located at forward end of main deck to port. U-shaped galley with Corian worktops. Extensive stowage in drawer & cupboards. Electric hob inset to worktop with retractable extractor. Oven & grill and dishwasher beneath worktops. Access to sidedecks via pop-out stainless steel & GRP reinforced side-door. At aft end of the galley is the large American-style fridge-freezer and microwave/grill.

*Lower Helm Station:*

Opposite galley to starboard. Helm console centred around two TFT multi-displays. Various navigation equipment inset within console and at deckhead. Controls and indicators for engines and various machinery. Leather-upholstered electrically adjustable helm & co-pilot seats with footrest. Access to sidedecks via pop-out stainless steel & GRP reinforced side-door.

*Main Saloon/Dining Area:*

Large open-plan main deck area accessed from curved stainless steel framed tempered glass sliding doors at aft deck. Large L-shaped settee to starboard with cabinet at forward end and

coffee table. Access to flybridge via stainless steel & cherry staircase at forward end and through a watertight hatch/door. Opposite settee to port at forward end of the saloon area is the entertainment suite with the 52" plasma screen TV as the centre-point. Aft of the entertainment suite on the port side is the dining area with a large dining table with 8 leather chairs. Sideboards to port & starboard with extensive stowage in lockers on port side.

#### *Aft Lower corridor:*

Accessed from aft starboard end of the main saloon view a twisting staircase. Door access to the engine/machinery room and door access to the master suite.

#### *Engine/Machinery Room:*

Accessed from the starboard side via a watertight bulkhead door. Large engine space with chequer-plate flooring above bilge. Generators located to port and starboard. Day fuel tanks at forward end. Engines centrally mounted with gangways in-between and stainless steel crash-bars surrounding engine blocks. Work bench with vice to port with stowage for tools and spares. Water heating system and battery chargers are also located in this machinery room.

#### *Master Suite:*

Accessed from aft starboard corridor. Extending to the full beam of the yacht, this large cabin features a king size walk around bed facing forward. Either side of the bed are bedside tables with drawer and locker stowage. Outboard to port is a two-seat settee whilst to starboard are a number of cupboards with a bookshelf above. Forward of the berth is a large forward facing desk/dressing table with drawers and a dedicated seat. Above the table is a 52" plasma screen TV which is part of a home cinema system. To the port side of the cabin is the access to the ensuite heads.

#### *Master Suite Ensuite Heads:*

Accessed from forward port side of master cabin. Featuring a 5' bath with shower, this luxurious heads compartment benefits from an electric heads, ample ventilation and dark blue Corian counters.

#### *Description of external layout from forwards:*

*Bow:*

Aft of the anchor windlasses are two chain lockers accessed by watertight deckhead hatches. The teak-laid forward coachroof is accessed via step/seat at forward end and features a large inset sun-pad area with teak drinks-holders.

*Sidedecks:*

The teak-laid sidedecks are protected by high bulwarks and stainless steel guardrails. Access to the interior is via pop-out watertight doors to port & starboard. The aft end of the sidedecks are offered further protection by the flybridge deckhead which extends across to the full beam of the yacht just forward of the aft deck.

*Aft Deck:*

Accessed from staircases to bathing platform on port & starboard sides. Large U-shaped GRP seating area with stowage lockers beneath and fixed cushions. Fixed dining table. Further seating for dining could easily be supplied using extra freestanding seating. Extensive deckhead halogen lighting. Hidden lockers containing capstan warp winches, battery & fuel shutoffs, water supplies and shorepower. Access to the flybridge is via a broad staircase and a watertight door/hatch on gas-struts.

*Bathing Platform:*

The teak laid bathing platform is made substantially larger when the hydraulic-actuated garage door is lifted clear of head-height. The garage offers ample space for a JetRIB with access to aft bilge beneath via watertight hatch.

*Flybridge:*

Accessed from either aft deck staircase or main saloon staircase, the extremely large flybridge is split into two principle sections. At the forward end is the upper helm console which features a full compliment of navigation and systems controls. Independent helm and co-pilots seats are adjustable for height. Aft and to port is a very large U-shaped GRP seating area with fixed cushions and a height adjustable extending dining table. Opposite to starboard is the wetbar/galley which features an electric BBQ, fridge and sink. Aft of this is an open area protected by stainless steel guardrails where the Jetski, liferafts, canoe/windsurf racks and tender crane are located as well as a large double sunbed with drained stowage beneath. A large stainless steel framed bimini cover the main area of flybridge forward of the radar arch.

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## Deck Equipment

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### *General:*

- Opacmare stainless steel & teak 24v hydraulic passarelle adjustable for length, angle and direction. The Passarelle also acts as a crane for tender garage and is controlled by either a fixed remote control or a radio control which also controls the hydraulic tender garage door.
- Teak side-boarding ladder stored in tender garage.
- Folding bathing platform ladder.
  
- Stainless steel:
  - Stainless steel pulpit and guardrails with side-boarding gates.
  - Stainless steel boarding gates at transom.
  - Stainless steel guardrails on bathing platform.
  - Stainless steel framed flybridge windscreen with tinted screen.
  - Stainless steel grabrails throughout both interior and exterior of the yacht.

### *Anchoring & Mooring Equipment:*

- 2 x Lofrans Albatross 24v 1500W capstan reversing anchor windlasses with deck-mounted buttons and remote controls at lower & upper helms.
- 2 x 30kgs Bruce anchors mounted on stainless steel bow rollers with chain.
- Central bow cleat with stainless steel warp fairlead at stemhead.
- Stainless steel roller fairleads inset to bulwarks.
- Forward, forward quarter, aft quarter, aft and pop-up bathing platform mooring warp cleats.
- Additional pop-up cleats on bathing platform for mooring tenders at bathing platform.
- 2 x Lofrans 24v 700W capstan mooring warp winches with foot buttons feeding into hidden warp bins.
- Warps & fenders.

### *Covers, Canvas & Cushions:*

- Blue canvas bimini for flybridge with stainless steel frame.
- White vinyl cushions on flybridge seating.
- White/blue cloth cushions for aft deck seating.
- White canvas covers for aft deck seating cushions.
- White canvas covers for flybridge seating and flybridge table.
- White canvas covers for flybridge helm console, wheel and helm & nav seats.
- Canvas protective cover for main deck windscreen.
- Pram-style sprayhood to protect flybridge helm console under way.

### *Tender, Outboard and Water Toys:*

- Sea-Doo Bombardier GSX 800cc jetski stored on flybridge.
- Besenzoni 24v 700w lifting crane on flybridge with 350kg load limit.
- Stainless steel racks for canoes/windsurf boards on flybridge.
- Drained stowage bin on flybridge for waterskiis, wakeboards etc.
- Passarelle operates as crane to lift tender from bathing platform tender garage.

### *Safety Equipment:*

#### *General:*

- o ITT Jabsco searchlight with control at lower helm
- o Engine stops & alarms at lower helm
- o Electronic alarm system within Kelvin Hughes Nucleus system

#### *Life-Saving Equipment:*

- o 2x Zodiac Racing Super 8 canister liferafts securely mounted on flybridge
- o 2x Jotron SART 9Ghz radar transponders
- o 2x Liferings at flybridge

### *Fire-fighting equipment:*

- Fire-extinguishers throughout yacht
- FM-200 Automatic fire-extinguisher in engine room
- Sea-Fire emergency manual override system for engine room extinguishers at aft deck
- Sea-Fire emergency engine shut-down control at lower helm
- HMI engine & generator exhaust overheat alarm system
- Fire-retardant engine room insulation

## **Manufacturers Comments**

Are your thoughts in line with the following: - We have enjoyed weekends and annual holiday boating but the time has come to really enjoy ourselves and extended cruising is now our dream. The time has come to turn the dream into reality. We shall require an exceptional well found craft with a tough pedigree built by mariners who know how to satisfy professionals, she will have

*“pace and grace”.*

She will require 2,000 gallon fuel tanks for long range without refuelling, she will require a walk-in engine room, she will have bow and stern thrusters, good water capacity and fitted watermaker, she will be fitted out to the best joiners' art in modern boat building. She will have a galley and laundry room you would be proud of at home. She will have comfortable guest cabins when your friends join you, indeed she will be your sea borne home. Now such a craft is available, built by Aquastar in the Channel Islands for yachtsmen with *exploration and adventure* in mind.

The Aquastar Explorer 70/74' is designed to cruise the oceans of the world, for exploring Scandinavia, the Greek Islands, the great lakes of the Americas and the Caribbean. The Aquastar Explorer 70/74' will do it in style and comfort.

The design feature of the hull is a keel below the propeller so when exploring new cruiser grounds one has a built in safety features. The keel also helps on directional stability, the transom detail has been designed to give considerable fuel saving over other hulls on the market and is a reason for many professionals successfully choosing the Aquastar hull form.

The attention to detail sets the Aquastar 70/74' above the rest starting from the scale model supplied with every new Aquastar 70/74', the model was first produced to evaluate and test the outstanding concept, then we set out attention to all aspects of the design and construction. An insulated hull and deck, with standard equipment including; twin bow winches, anchors, a stern built in passarelle, a dinghy lift crane to store the dinghy clear of the stern platform, bow and stern thrusters, stern aft quality *built in fairlead rollers*. Unsurpassed build quality and a seductive line with such *grace and pace* one cannot help but feel anything less than an Aquastar 70/74' Explorer would not fulfil one's expectations.

## Manufacturers Background

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30 Years of experience in well built GRP craft, the Aquastar Guernsey boatyard with continuous dedicated management and past background as diverse as building the UK's largest GRP trawlers with 25 ton wet fish/hold tanks in the 1970's, to 81' maxi yachts with 20 ton keels and 50 ton displacement which plough the oceans of the world in the 1980's developing strong engineering knowledge. Second nature to us is dividing the craft up into five water tight bulkheads, engine room with water tight doors, proper bilge pumping arrangement an extra strong hulls. Working with interior designers like *Ken Freivokh* the yard is capable of crafting the best traditional style interiors as the most modern. The know-how acquired in the field above has been transferred to today's Aquastars 70/74' cruisers.

The passion for the last 10 years is building *prestigious motor yachts* with *elegance* for enjoyment and freedom. A sea going lifestyle unequalled in today's mass produced world built by people who understand the sea, *winning accolades* for best quality fit out and good design.

Years of experience has produced what is perhaps the most fully equipped, owner operated motor yacht on the market today, expertly crafted, efficiently functional, stunningly beautiful and operable by two people.

*Geoff Wilson – Managing Director of Aquastar.*

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## Yachting Press Remarks

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“With or without a crew, the Aquastar 70 is a pleasure to be aboard and is a big step-up for this Guernsey yard.”

“A seatrial on the prototype 70 showed that Aquastar has succeeded in producing a yacht that can only be described as magnificent. With this particular vessel, the builders and designers have combined superyacht qualities with the ocean-going capabilities that are essential for any long-range cruise.”

“Inside you will find none of the excesses of some modern motor yacht styles. Instead, the craft exudes sound, common sense which is sure to stand the test of time.”

“A dominant feature of the yacht's distinctive style is the four vertical saloon windows. Surrounded by stainless steel frames, they bring a superyacht look to a vessel and make it appear to be a lot larger than it actually is.”

“Despite the fairly low power, the Aquastar 70 powers along in a very satisfying manner, topping out at about 21 knots. A cruising speed of 18 knots is reasonable, but when long range is required, this could drop to 12 knots for good economy.”

“When under way, the yacht feels very stable and this can be improved even further by switching on the stabiliser system to smooth out the ride. The pitching motions of the hull are well under control, with flaps available to help if conditions get rough.”

“The owner of this first 70 aims to cruise without a crew and the bow & stern thrusters give enough control for it to be easily handled by a couple. This is part of the remarkable way this yacht has been developed and it does have all the makings of a safe and sensible long-range cruising yacht.”

“...here is a vessel with enough sophistication to stand out in the Mediterranean harbours, as well as being seaworthy enough to cope with most conditions, with equanimity. To sum up, the Aquastar 70 is a truly magnificent motor yacht.”

*2001 Boat International report by Dag Pike – Full reprint available on request*

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## Exclusions

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Owner's personal belongings.

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## Disclaimer

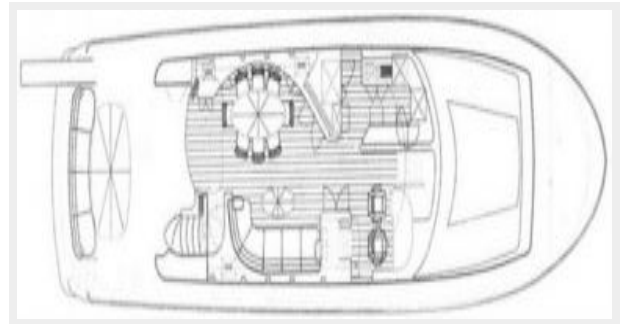
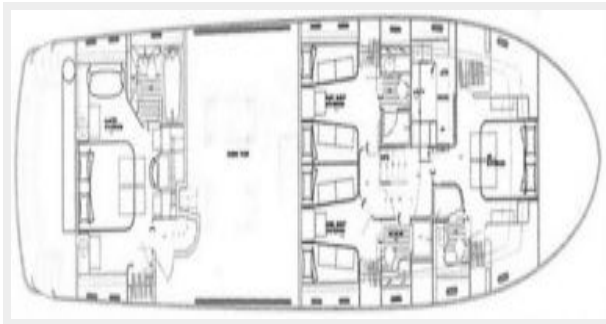
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# PHOTOS





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# CONTACTS

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