

## AURORA — BELLIURE



**Builder:** BELLIURE

**Year Built:** 1985

**Model:** Cruising Sailboat

**Price:** PRICE ON APPLICATION

**Location:** United States

**LOA:** 67' 0" (20.42m)

**Beam:** 17' 0" (5.18m)

**Max Draft:** 7' 4" (2.24m)

**Cruise Speed:** 8 Kts. (9 MPH)

**Max Speed:** 9 Kts. (10 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **AURORA — BELLIURE** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **AURORA — BELLIURE** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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# SPECIFICATIONS

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## Overview

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AURORA was designed by Ron Holland and built by Belliure Yachts in Spain, to the very highest standards. This vessel presents an exceptional cosmetic appearance and appears to float on her designed lines. Originally conceived as the largest yacht a couple or family can comfortably handle without crew, she is a very forward looking design, being one of the first, low-profile raised pilothouse sailing yachts. She has a very pleasing profile, while offering an exceptional level of light and visibility in her partially raised main saloon.

## Basic Information

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**Category:** Cruising Sailboat

**Model Year:** 1985

**Year Built:** 1985

**Refit Year:** 2013

**Country:** United States

## Dimensions

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**LOA:** 67' 0" (20.42m)

**LWL:** 49' 0" (14.94m)

**Beam:** 17' 0" (5.18m)

**Max Draft:** 7' 4" (2.24m)

## Speed, Capacities and Weight

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**Cruise Speed:** 8 Kts. (9 MPH)

**Max Speed:** 9 Kts. (10 MPH)

**Displacement:** 52800 Pounds

**Water Capacity:** 420 Gallons

**Fuel Capacity:** 500 Gallons

## Accommodations

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**Total Cabins:** 3

**Sleeps:** 6

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## Hull and Deck Information

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**Hull Material:** Composite Fiberglass

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## Engine Information

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**Manufacturer:** Perkins Diesel

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# DETAILED INFORMATION

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## Vessel Overview

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AURORA was designed by Ron Holland and built by Belliure Yachts in Spain, to the very highest standards. Originally conceived as the largest yacht a couple or family can comfortably handle without crew, she is a very forward looking design, being one of the first, low-profile raised pilothouse sailing yachts. She has a very pleasing profile, while offering an exceptional level of light and visibility in her partially raised main saloon. AURORA is a powerful sailing yacht with simple sail handling systems, equipped for comfortable world voyaging. Her three-stateroom layout provides comfortable living aboard with all amenities. AURORA had a comprehensive refit in 2012/2013 to outfit the vessel with new mast and standing/running rigging, installation of new halyard winches, main house windows, a new navigation electronics and A/V equipment, refit many ship's systems, and complete cosmetic restoration of the exterior of the vessel. The owner has continually pursued a rigorous and thorough maintenance and upgrade program. For the past 10+ years, AURORA has been an extremely successful charter yacht in New England and the Caribbean, and has built a stellar reputation among the most knowledgeable charter brokers and guests, with an impressive roster of repeat bookings. Any buyer who wishes to keep AURORA in the charter trade will benefit from AURORA's brand and her excellent reputation. Visit her charter website at [www.sailaurora.com](http://www.sailaurora.com).

## Hull and Deck

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The hull is of fiberglass with coring material with an encapsulated ballast keel and a skeg hung rudder aft. Her recent refit included new varnish teak cap rails and stainless steel rub rails, with new Awlgrip on her topsides in 2012. The fiberglass decks have teak overlay in excellent condition, with molded nonskid in fiberglass areas. Watertight chain locker forward and large lazarette aft with an abundance of well detailed stowage area. -15 HP Side-Power SP220-TC electric bow thruster -SS bow rail, double lifelines & boarding gates port & starboard w/custom teak boarding steps -Custom SS swim ladder w/teak treads at starboard gate -SS bow pulpit w/double anchor roller, removed/rebided/refastened 2012 -New SS stem head fitting, 2012 - Maxwell 3500 electric windlass w/warping drum & chain gypsea -(9) Lewmar Ocean hatches (2013) -(3) Pilothouse large ports new (2013) -(6) Lewmar opening aluminum ports -Vented propane locker aft -Painted aluminum radar/antenna mast with floodlight & deck speaker -Marine GalleyMate 2000, SS propane grill/barbeque (2013) -Switlik MOM 8 and lifering -AB Oceanis 13 center console RIB tender w/Yamaha 60hp (2009) -Custom removable SS and teak chocks on foredeck for tender stowage *COCKPIT* The self-bailing cockpit with varnished teak coamings is amidships with a stainless steel full-height custom frame containing eight sealed dimmable Xenon lights, supporting a full dodger (zips open to provide air flow through the cockpit) and bimini enclosure. Interchangeable Sunbrella and screen panels, and aft mesh sunscreen allow the cockpit to be fully or partially enclosed, or simply protected from the sun at various sun angles. Teak planked benches with full cushions & pillows are on three sides. The deck has a teak plank overlay and paid seams. Four dogging aluminum ports are fitted on the vertical sides

of the cockpit. The companionway has a sliding lexan locking hatch and varnished teak and glass dropboards. A dropleaf teak table with Sunbrella cover is fitted on centerline with an integral insulated and draining cooler, cup holders, and teak extension leafs allowing dining for eight. A Whitlock steering pedestal holds a Lewmar 42" elkhide-covered stainless steel removable destroyer wheel, along with B&G chartplotter/radar/navigation display, Ritchie Compass, engine controls and VHF remote Command Mic. B&G hi-rez navigation displays are mounted above the companionway, and autopilot and engine control panels are recessed in the coaming.

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## Accommodations and Layout

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AURORA generously accommodates six in three staterooms, two of which are configured as Owner/VIP staterooms, and the third is well appointed for either guests or crew. Her raised saloon offers panoramic line of sight visibility at deck level, and comfortable dining for eight plus additional seating. The galley is fully equipped for gourmet food preparation, with plenty of stowage for extended cruising. New LED and Xenon interior lighting have been installed throughout the interior. 110v and 12v power ports are located throughout the vessel for guest convenience. Interiors of hatches are fitted with flush Oceanair screens and blackout shades. The MAIN SALOON has a U-shaped dining table that easily accommodates eight for dining. Outboard to port is a recessed custom china & book display case. To starboard is a comfortable settee with custom stemware stowage outboard. A pull out DC-powered reefer drawer is below the settee. Generous storage is provided in lockers under and behind settees. The companionway to the cockpit, four steps up, is on centerline and the stair to the nav station and aft owner's stateroom is to starboard. The galley is three steps down forward. On the aft bulkhead is a LCD flat screen TV. Beneath it is a lighted alcove and custom built wine and glass rack. The fit and finish of the main saloon, as throughout the entire yacht, is of first order, with matched grain varnished teak, accented by the teak cabin sole and custom carpets, custom fixtures and designer soft goods and décor. Custom maintenance covers are provided for the saloon table and all seats and seat-backs. The NAVIGATION STATION, open aft and below the saloon to starboard, has a large navigation desk and comfortable seating, generous storage and is fully equipped with navigation, communication, entertainment and performance systems, and instrumentation, as well as the AC and DC electrical distribution panels. Inboard, across the passageway is the well designed battery/electronics/hydraulics utility locker which offers excellent access to all batteries, hydraulic systems for the Rondal and Seldén furling gear, and Lewmar winches, battery chargers, autopilot CPU, steering mechanism, primary electrical switches, Gen-Sep water/air exhaust separators and tool storage. The OWNER'S STATEROOM further down the aft companionway is full width, aft in the yacht, with a queen size walk around berth athwartships to port, settee, vanity, three spacious full-length cedar lined lockers, abundant storage in drawers and lockers, plus additional deep storage beneath the bed and settee, LCD TV/Video/DVD player, and plenty of natural light and ventilation via two large opening hatches with Oceanair flush screens and blackout blinds, and four ports. The stateroom features a custom inner spring mattress – new in 2013, custom carpeting and soft goods, mirrors and fittings. Creature comforts include teak fans, separated zoned A/C and heat, Sonos audio, and

recessed dimmable flush headliner Xenon lights and cool LED bedside reading lamps. The OWNER'S ENSUITE HEAD is forward to port, modified and enlarged from the original design and fitted with white Italian marble trimmed in teak, large mirrors on two walls, vanity with storage below, plus three shelf lined lockers providing generous storage. Contemporary designer fittings including Hansgrohe thermostatically controlled and scald preventing shower mixer and adjustable shower head, porcelain sink with Hansgrohe single lever mixing valve and tap.

Electric Vacuflush toilet operates with fresh water. Electric exhaust fan, Xenon lighting and three opening ports provide ample ventilation. The FORWARD VIP GUEST stateroom was completely remodeled and enlarged during a refit, creating one large stateroom of the two original ones in this area. As such, there is an abundance of space for a comfortable double berth, writing desk, built in bookcases and lockers, and additional deep storage below the bed.

LCD TV/Video /DVD player, and plenty of natural light and ventilation via three opening hatches with Oceanair flush screens and blackout blinds. This stateroom features custom soft goods, teak fans, A/C and heat, Sonus audio, recessed flush headliner Xenon lights and cool LED bedside reading lamps. The large ENSUITE HEAD and separate stall shower is ceramic tiled and trimmed in teak, vanity with storage below, plus three shelf lined lockers provide generous storage. Contemporary designer fittings including Hansgrohe thermostatically controlled and scald preventing shower mixer and shower head, stainless steel sink with single control mixing valve and tap. Electric Vacuflush toilet operates with fresh water. Large opening hatch provides ample ventilation and rapid access to the foredeck. This hatch allows the forward head to double as a sail locker. The PORT GUEST STATEROOM, or crew cabin, is to port opposite the galley with a queen berth outboard, ample hanging locker, drawers and locker stowage, and two opening hatches. This stateroom and head was also remodeled during the recent refits, with new covers, lighting and fixtures. The ENSUITE HEAD has a teak grate shower, vanity and additional stowage. Contemporary designer fittings include Hansgrohe thermostatically controlled and scald preventing shower mixer and shower head, stainless steel sink with single control mixing valve and tap. Electric Vacuflush toilet operates with fresh water. Opening hatch provides ample ventilation. The GALLEY is located fore and aft to starboard, and partially open to the main saloon above, offering light, ventilation and a sense of spaciousness. The galley was completely updated and rebuilt under the direction of a professional yacht chef during the 2013 refit. Used by a live-aboard chef during blue water passages and extended cruises with charter and private guests, it is able to store sufficient fresh, frozen and dry goods for extended periods between provisionings, and has all the workspace and equipment to turn out haute cuisine that have been featured in publications including Yachting and Gourmet Magazines. Ventilation is provided by four opening hatches, teak fans and electric exhaust fan, plus conditioned air from the yacht's A/C and heating systems. Recessed Xenon lights are supplemented with undercounter LED lighting. Storage lockers for dry goods, cooking utensils, dishware, glassware, mugs and silverware are located above and below counters, in a full height pantry to port, and in custom spice racks. Additional deep storage bins are located below the sole. The galley is equipped with:

- Three separate Sea-Frost DC refrigeration systems for one two-door front loading and two top loading fridge and freezer boxes
- Dickenson Mediterranean gimballed 3-burner stove, oven and broiler
- Recessed Sharp Carousel R-820B microwave and convection oven
- Recessed coffee maker
- Built-in below-counter Uline BI-98 Icemaker
- Stainless sink with hot/cold water and Insinkerator disposal
- Dalton HIP/UC water filter with countertop tap and



service to ice maker • Corian countertops

## Mechanical Details

**ENGINE AND RUNNING GEAR** The engine, genset and sound-proofed mechanical compartment with electric exhaust fan are located beneath the main saloon floor; access is by removable sole panels. With all panels removed access to the engine, genset and other systems for all maintenance and repairs is excellent. •Perkins Sabre Prima 135M inline diesel engine installed in 2005, now with 6,774 hours, with alarmed engine panel and VDO gauges in the cockpit, consumes 2.75 GPH @ 2000 RPM •ZF model 45A Transmission, hydraulic 2.43:1 reduction gear •2" tapered stainless steel shaft •Three bladed feathering Max-Prop, rebuilt in 2013 •Shaft lock fitted with controls under the centerline saloon stairs leading to the cockpit •Running gear passes through a collar bearing, Aqua Drive and a self-adjusting PSS dripless shaft seal, then through a stainless steel strut with raw water-cooled cutlass bearing, all replaced in 2012 •Spurs line cutters are installed on the shaft The engine is fresh water cooled via a bronze sea cock and raw water strainer before the heat exchanger; exhaust is run through a fiberglass lift muffler with raised loop and Gen-Sep air-water separator and vented for air discharge at the transom and water discharge below the hull. Most hoses and clamps have been recently replaced. Morse engine controls are mounted at the helm. Side-Power SP220TC 25hp 24v electric bow thruster is operated by joystick at the helm **GENSET** A Kohler model 15.5EOZD 15.5 kw diesel generator with 7,073 hours, installed in 2008, consumes 1.5 GPH. Fresh water cooled via bronze sea cock and bronze raw water strainer before the heat exchanger; exhaust is run through a fiberglass lift muffler and Gen-Sep air-water separator and vented for air discharge at the transom and water discharge below the hull. A remote genset panel is at the nav station.

**FUEL** Two stainless steel fuel tanks totaling 500 gallons are fitted port and starboard outboard of the main engine, each with fill, vent and fuel supply/return lines. WEMA electronic tank level probes are fitted on each tank with separate gauges at the nav station. Dual Racor 900-FG fuel/water separators with electric prime pump and shut-off valves are fitted inline.

Five LPG 9# aluminum tanks are located in the segregated overboard-vented locker aft with electric solenoid controlled from the galley, and manual shut-off valves fitted, plumbed to the galley stove and rail-mounted BBQ.

Electric Oil change system is plumbed to the engine and genset. **PLUMBING** Two stainless steel fresh water tanks totaling 420 gallons are located in the mechanical space port and starboard, each with fill, vent and supply lines. WEMA electronic tank level probes are fitted on each tank with separate gauges at the nav station. Fresh water is made at 16 gallons per hour by a Spectra Newport 400 MPC-5000 MkII 24 volt DC, water maker installed in 2009, with a Spectra 400 remote control panel located at the nav station. Hot water is provided by a Raritan 1712 12-gallon water heater with 240v AC immersion coil or heat exchanger hoses with the main engine. Pressurized fresh water is provided throughout the vessel by a Jabsco Par-Max electric pump, with constant pressure assured by a Shurflo 3400 accumulator tank. Each of the three heads have fresh water electric Vacuflush toilets (MSD Type III) plumbed to a central 50 gallon integral holding tank located just before the mast step. The tank can be emptied by tank pump-out

through a deck plug or overboard through an Edson 120 electric diaphragm pump. A Y-valve is plumbed inline for direct discharge or to the holding tank of the forward toilet in the event of holding tank failure. A WEMA electronic tank level probe is fitted on the tank with gauge at the nav station. Showers and sink grey water is pumped directly overboard by inline Whale Gulper pumps. Hot & cold pressurized water service is provided at each stainless steel and porcelain sink through single lever Hansgrohe stainless fixtures. Each shower has Hansgrohe thermostat-controlled and scald protected mixing valves and adjustable shower heads. All plumbing fixtures installed new in 2012. Pressurized hot and cold deck fresh-water deck shower with single lever mixing/volume control is mounted on the port deck cockpit coaming. High pressure saltwater anchor tackle washdown and on-deck firefighting is provided by a Shurflo Extreme Pro Blaster washdown pump with flush deck hose fittings at the bow and midship deck. Bilge pumps aboard include: • Automatic submersible bilge pump in main bilge with Aqua Alarm pump counter and high water alarm at nav station • Manual bilge pump, rebuilt in 2012, operated from equipment room • Portable electric bilge pump • Edson 120 black water discharge pump can be switched via Y-valve to become a bilge pump • Rule 2000 automatic bilge pump with Water Witch electronic bilge pump switch in Lazarette *HVAC* Three Cruiseair Stowaway Turbo STX16C 16,000 BTU 240-volt reverse cycle air conditioning/heating systems are installed with both SMXII digital and manual controls. Separate zones for aft/owners cabin, saloon/galley/port cabin, and forward guest VIP cabin. *REFRIGERATION* Three Sea-Frost BDXPX 24v DC air or water cooled reefer systems with digital thermostat and speed controls mounted in the galley, and custom evaporator plates in each fridge and freezer box. A pull-out WAECO CoolMatic CD-30 24-volt DC reefer drawer is fitted under the starboard settee in the main saloon. *STEERING* Whitlock Mamba rod steering and Lewmar Mamba autopilot drive. All new universal joints replaced, and bevel box and steering arms refurbished in 2012.

## Anchoring & Docking

*GROUND TACKLE* •75-pound CQR Anchor •250-feet 1/2" BBB chain •Fortress FX 75 secondary anchor, with 50 feet of chain and 200 feet of nylon rode •Double delrin bow rollers •Maxwell 3500 electric anchor windlass with wildcat for the chain rode and gypsy for line handling; can be operated with Ideal foot, Auto Anchor 300 remote handheld or cockpit controls •Maxwell 500C chain counter/remote anchor windlass control mounted in cockpit *DOCKING* • Numerous 1-inch Mega Braid dock lines of various lengths • Numerous hard and inflatable fenders with hanging lines and custom covers • Teak & aluminum Mediterranean style removable stern boarding pasarelle

## Electrical

Aurora supports both 24v & 12v DC and 120v & 240v AC system voltages. The electrical distribution and breaker panels for both AC and DC systems are well labeled and easily accessible for operation at the nav station. GFCI protection is afforded to all outlets. The vessel is mechanically bonded to ABYC specifications. House battery bank of 1,530 amp-hours consists of six Lifeline GPL-8DL 12 Volt 255 Amp AGM batteries, new in 2015, located in custom metal

trays the amidships equipment room. Three Guest battery switches control power to the well-labeled DC breaker panels at the navigation station. Engine/Genset start batteries each have one dedicated 12v DC group 24 battery located under the nav station sole in strapped polyethylene boxes with two battery switches controlling power. Each battery is charged by dedicated charging alternators on the engine and genset. An AC-powered battery charger is carried for back-up charging. AC power is provided by shore power, genset or inverters. Shore power is via a Marinco 120v/240v AC 50 amp box, with a 50-foot Hubbell shore power cord at the cockpit coaming to the main AC breaker panel, and a 240v to 120v transformer. The Kohler genset provides 15kw of 240v AC. Two inverters provide AC power from the DC house battery bank; a Mastervolt Mass Combi 24/4000-120 provides 4000 watts at 120 amps and a Heart Freedom 25 provides 2500 watts at 120 amps. Mastervolt and Heart interface LINK 2000 remote panels are located at the nav station. Masterlink MICC software allows programming and control from the PC laptop at the nav station. House batteries are charged from shore power or by the genset through the Mastervolt Mass Combi 24/4000 120 amp charger or the Heart Freedom 25 55 amp charger, and from the engine driven Leece 120 amp alternator with Balmar Max Charge MC-624 multi-stage smart voltage regulator.

## Sails and Rigging

Solent rig with Seldén furling mainmast, two Rondal double track aluminum forestays with Rondal Hydrofurl furling units and rebuilt Rondal head stay system. 1x19 Stainless standing rigging. Spar height 89'5" from DWL, sail area pprox. 1875 sq/ft. All deck hardware by Antal, Harken, Rondal and Lewmar. Navtec hydraulic backstay and Seldén boomvang. Two Lewmar mini Commander hydraulic units for winches and furling. Aurora is equipped with a new in 2012 keel stepped Seldén painted aluminum spar with three sets of tapered aluminum spreaders fitted with LED deck and up-mast floodlights. New standing rigging and new halyards have been fitted. The boom is a painted aluminum Offshore Spars new in 2014. The Doyle mainsail is furled within the spar with a Seldén hydraulic furler. The Seldén aluminum mast step is fitted to an aluminum framed base plate. A new aluminum mast collar is attached to three aluminum cross frames amidships that incorporates the chainplates and the deck, with a Spartite mast sealer at the deck. The boom has a manual Seldén Rodkicker boom vang, refurbished in 2013, and a topping lift. A painted aluminum boom is fitted on a track mounted on the forward face of the mast for lifting the hard bottom inflatable to/from chocks on the foredeck. Standing rigging, new in 2012, includes: • Removable baby stay 3/8" 1x19 stainless steel wire w/ swaged fittings & stainless steel turnbuckles • Two sets of lower shrouds 9/19" 1x19 stainless steel wire with Staylock stainless steel turnbuckles • One set of intermediate shrouds 7/16" 1x19 stainless steel wire with Staylock fittings & stainless steel turnbuckles • One set of upper shrouds 5/8" 1x19 stainless steel wire with Staylock fittings & stainless steel Turnbuckles • Backstay 9/16" 1 x 19 stainless steel wire with swaged fittings and stainless steel turnbuckle with a Navtec manual backstay hydraulic tensioner, refurbished in 2014, and Bay Sailing antenna isolator Running rigging includes braided dacron sheets and new spectra halyards. Main genoa and yankee halyards are installed on mast-mounted pin-tracks leaving the mast area uncluttered. New Antel Grip Max jam cleats are fitted to the spar for other halyards. New Antal genoa and yankee cars,

tracks, turning blocks and sheets installed in 2014. Running backstays with tricing lines are run to the cockpit through new Harken blocks. Winches include: • Two Lewmar Hydraulic ST 65 three speed self-tailing primary winches with finger/foot controls on the cockpit coaming • Two Lewmar Hydraulic ST 55 self-tailing mainsheet and outhaul winches with finger/foot controls on the cockpit coaming • Two Lewmar #65 ST self-tailing cockpit winches • Lewmar 54CCEST 24V electric self-tailing halyard winch, new 2012, with foot control • Lewmar 54CCST two speed self-tailing manual halyard winch, new 2012 The Doyle sail inventory consists of: • Doyle furling mainsail • Doyle furling 130% genoa • Doyle furling yankee • Doyle spinnaker with sock • Hood MPS w/squeezer delete • Hank-on storm staysail delete

## Electronics

*SAILS AND NAVIGATION* Fully integrated and networked instrumentation and navigation, new in 2012, includes: • B&G Sailing instruments including wind speed & direction (at masthead), apparent wind, boat speed, depth, temperature and log • Navionics XL3 Platinum+ digital charts • B&G ZG50 Zeus GPS • B&G Broadband 4G digital radar • Fluxgate compass • B&G NAIS-400 Class B AIS Transceiver • B&G Z12 Zeus MFD 12-inch color display at helm for chartplotter, radar, AIS and all instrumentation • Seven B&G Triton T41 color digital high intensity software configurable displays; five at cockpit companionway and two at navigation station • Two independent handheld Garmin GPS receivers / plotters for redundancy and ditch bag • Ritchie Powerdamp magnetic compass at helm • Weems & Plath brass clock & barometer at nav station • Masthead-mounted Windex *AUTO PILOT* SIMRAD Robertson AP-20 system, interfaced with the B&G navigation system includes: • J300X controller • RTC 35 Fluxgate Compass • RF300 rudder feedback • AP-22 control panel in cockpit • AP-20 control panel at Nav Station • Lewmar Mamba steering interface • OP40 remote panel, new in 2012, at Nav Station

*COMMUNICATIONS* Local and worldwide voice and data communications are provided through redundant systems including: • VHF - ICOM IC-M604 VHF radio / hailer / foghorn – new in 2012 - ICOM Commander III VHF remotes at helm and crew cabin – new in 2012 - Four handheld Standard Horizon VHF transceivers • HF: ICOM IC-M802 SSB radio and AT-140 automatic antenna tuner – new in 2012 • WiFi: WAVE WiFi EC ship-to-shore internet system – new in 2015 • Cell: Powermax cell repeater / amplifier – new in 2012 • Satcom data integration voice handsets and - NERA Inmarsat satellite voice & data phone - Qualcomm Globalstar voice and data phone with fixed mount at nav station, and portable battery-powered option with waterproof pelican box stored in ditch bag *ENTERTAINMENT* Integrated on-board A/V & IT digital network, new in 2012, includes: • Six zone Sonos Connect digital music system with three Sonos Cubes and one Sonos Play 3: - Sonos wireless controllers - Sirius XM satellite radio - Data Robotics 6TB file server - 10,000+ digital music & video library - iPod dock - Denon E400 integrated network AV receiver - Speakers in saloon, and aft, mid & fwd cabins, cockpit and aft deck - Polk Audio Surround Bar 3000 home theatre and sub-woofer • 27-inch LG LED LCD HDTV in Saloon • 22-inch LG LED LCD HDTVs in aft, mid & fwd staterooms • Triax UFO Marine TV system with masthead-mounted antenna • Three Sony DVP-SR510H CD/DVD players

## Safety Gear

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The following safety gear is aboard: •Signal Mate LED navigation lights at bow, stern and masthead •Winslow 6OSLO 6-man offshore life raft •Switlik MOM-8 man overboard module •Throwable life ring •Eight Mustang inflatable USCG Type V lifejackets / harnesses •Twelve USCG Type II lifejackets in various adult and child sizes •ACR 406 EPIRB •Numerous flares •Comprehensive first aid kits •Fireboy Xintex S-2A LPG switch/detector/alarm •Smoke and CO detectors/alarms •Engine room Halon 1301 bottle with Fireboy remote pull •Fire extinguishers and galley fire blanket •Well-stocked ditch bag •Emergency tiller •Automatic electric foghorn •Mast-mounted AFI single trumpet air horn (new in 2013)

## Tender

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AB Oceanus 15-foot 2009 hard bottom inflatable RIB center-console tender carries 6 passengers, and can be towed or stored on the foredeck in custom stainless cradles. A custom boom fitted to the mast allows loading and offloading using the electric halyard winch at the mast. Tender includes: •2008 Yamaha F60 outboard, 60 hp, 4-stroke with Yamaha controls and digital gauges •10-1/4 x 14 prop •Integral aluminum 10 gallon fuel tank •Center console windscreen •Saf-T-Stroke steering cable to the outboard from the console (new in 2012) •New set cushions •Stainless steel deck hardware •Trim tabs •Hummingbird 180 depth sounder •Standard Horizon Eclipse DSC VHF radio •Folding swim ladder •Stainless steel anchor, chain & nylon rode •O'Brien water skis and skier tow line •Tow ring •Sunbrella cover •Six USCG Type II lifejackets

## Documentation and Spares

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Broad hard and soft copy library of manuals and documentation for most systems and components, and charts, cruising guides and books. Extensive spares and tools.

## Refit Summary

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2015 • Six new Lifeline AGM house batteries • New WAVE WiFi EC ship-to-shore internet system 2014 • New Offshore Spars aluminum boom • New genoa and yankee Sta-Set sheets, Antal cars, tracks, and turning blocks • New Harken running back turning blocks • New boom-mounted preventer • Navtec hydraulic backstay rebuilt • New Spurs line cutters • Galley hatch tunnels rebuilt • New built-in below-counter Uline BI-98 Icemaker 2013 • New Lewmar Ocean Hatches • Rebuilt Max-Prop • Refurbished Seldén Rodkicker boom vang • New Harken removable baby stay • New Maxwell 3500 electric anchor windlass • New engine alternator & Balmar smart voltage regulator • New Galley including - New Corian counters and backsplash - Three new separate Sea-Frost DC refrigeration systems for one two-door front loading and two top loading fridge and freezer boxes - New fridge and freezer boxes - New Dickenson Mediterranean gimballed 3-burner stove, oven and broiler - New Stainless sink with hot/cold

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water and Insinkerator disposal - New Headliner and undercounter lighting - New Exhaust fan • New Marine GalleyMate 2000 propane grill/barbeque • New propane tanks • New aft cabin custom Handcraft inner spring mattress

## Comments

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The combination of Aurora's recent comprehensive refit and excellent ongoing maintenance from knowledgeable owners and live-aboard crew have kept her in state-of-the-art condition. Aurora is a comfortable yacht in all respects, easily handled by a small crew and ready for voyaging.

She would be equally well suited to family cruising or charter service. Aurora is fully ready to go for extended cruising or to re-enter the crewed charter fleet, and is aggressively priced at \$795,000.

## Exclusions

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All personal belongings and all other items not expressly listed in the above inventory are excluded from the sale.

## Exclusions

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Owner's personal belongings.

## Disclaimer

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The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

# PHOTOS

**Profile**



**AURORA with Tender**



**Transome**



**Cockpit**



**View Aft Underway**



**Cockpit Dining**



**Main Salon**



**Salon Dining**



**Galley**



**Master Cabin**





### Master Head



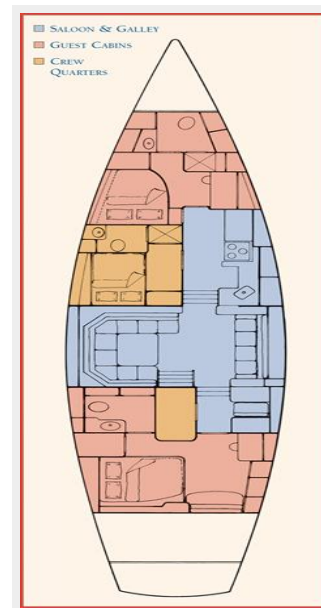
### Foreward Cabin



### At Anchor



### Layout



## Getting Underway



## Looking to Sea



## Upwind



# CONTACTS

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Andrey Shestakov, leading yacht broker of the sales department of Shestakov Yacht Sales Inc. Shestakov Yacht Sales Inc., the official representative of the Miami/Fort Lauderdale FL headquarters.

## Contact details

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## Telephones

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## Office hours

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Monday – Saturday: **9:00 - 21:00** EDT

Sunday: **closed**

## Address

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