

KAPANA IV — AQUA STAR



Builder: AQUA STAR

Year Built: 1995

Model: Motor Yacht

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 46' 0" (14.02m)

Beam: 13' 6" (4.11m)

Min Draft: 3' 3" (0.99m)

Cruise Speed: 18 Kts. (21 MPH)

Max Speed: 22 Kts. (25 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **KAPANA IV — AQUA STAR** 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 **KAPANA IV — AQUA STAR** 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

Overview

Using an Aquastar 43 hull and fitted out to the Nelson style by the legendary Bucklers Hard Boatbuilders, KAPANA IV is all you could wish for... beautifully built, fantastically capable, extremely versatile and of course, supremely elegant.

Basic Information

Category: Motor Yacht

Model Year: 1995

Year Built: 1995

Country: United Kingdom

Fly Bridge: Yes

Dimensions

LOA: 46' 0" (14.02m)

LWL: 38' 9" (11.81m)

LOD: 43' 6" (13.26m)

Beam: 13' 6" (4.11m)

Min Draft: 3' 3" (0.99m)

Speed, Capacities and Weight

Cruise Speed: 18 Kts. (21 MPH)

Max Speed: 22 Kts. (25 MPH)

Fuel Capacity: 480.264790536 Gallons

Accommodations

Total Cabins: 3

Total Berths: 7

Total Heads: 2

Hull and Deck Information

Hull Material: GRP

Deck Material: GRP

Hull Configuration: Semi-Displacement

Hull Finish: Fiberglass

Hull Designer: David Marsh / Aqua-Star

Engine Information

Engines: 2

Manufacturer: Caterpillar

Model: 3116TA

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Construction

Overall Measured Length: 46'5"; beam 13'7".

Hull, Deck & Superstructure Construction:

- GRP hull, deck and superstructure construction utilising solid GRP laminate with solid GRP engine beds, reinforcements and longitudinals.
- The bulkheads are bonded in transverse frames with marine ply throughout.
- The hull topsides are finished in traditional Oxford Blue paint (re-painted 2014) with white paint to superstructure (re-painted 2010) and other external GRP surfaces.
- Teak spray rails varnished in traditional 'Nelson' style – brightwork being re-varnished Autumn 2014.
- Rubber D-fendering surrounding gunwhale.
- Grey non-slip finish to aft deck sole, sidedecks and forward coachroof top.
- Varnished teak bulwark extending from bow back to amidships step-up to aft deck area
- Stainless steel framed side-windows and windscreens with 3 x pantograph wipers with washers and demisters.

Machinery

Engine & Gearboxes:

- Twin Caterpillar 3116TA turbo-charged 6-cylinder diesel engines producing approximately 350hp @ 2,800rpm.
- Freshwater engine cooling via raw-water intake and heat exchangers.
- Twin Racor 100FG fuel/water separators.
- Twin Disc MG5050A hydraulic reduction gearboxes with 2.04:1 reduction and 10 degree downward tilt.
- Kobelt stainless steel cable-actuated single lever throttle controls.

- Wet exhaust system with waterline level exit for low pressure discharge (improving cooling at low engine speeds).
- Rev counters, oil pressure, water temperature and engine volt gauges at wheelhouse helm with partial duplicate gauges and visual/audible alarms at upper helm.
- 24v engine room blowers.
- Extensive engine room insulation.

Maintenance & Performance:

- Engine Hours: approx 750 hours (port & starboard).
- Maximum Speed: 22-23 knots.
- Cruising Speed: 18-19 knots.
- Main engines serviced September 2014.
- All seacocks inspected and replaced where required (2014).

Propulsion & Steering:

- Deep Sea Seals on shafts.
- 2" Temet 25 stainless steel propeller shafts in GRP stern tubes with cutlass bearings supported by Manganese bronze. 'A'-brackets.
- Rope-cutters.
- Bronze propellers.
- Bennett 24v electro-hydraulic trim tabs with controls at both helms.
- Twin cast Manganese bronze rudders and stocks fitted in bonded GRP tubes.
- Hydraulic steering connected to stainless steel wheel at both helms.
- Cetrek rudder indicators at both helms.
- 24v 4hp bowthruster with joystick controls at both helms (replaced 2007).

Electrical Systems

Voltage Systems:

- 24vDC domestic system with 240vAC ring main from shorepower or generator.
- 12vDC supply to selected items via DC-DC droppers.

Battery Banks:

- 4 x 135Ah 12v batteries for engine starting connected in parallel and series to provide 270Ah @ 24v (2014).
- 4 x 135Ah 12v batteries for services connected in parallel and series to provide 270Ah @ 24v (2014).
- 1 x 12v self-contained generator start battery (2014).
- Battery linking switch for emergency engine starting from service bank.
- Breaker switches for anchor windlass and bowthruster powered from main battery bank.
- Batteries located securely in vented boxes between engine spaces.
- MTC DCC4000 Battery Control/Monitoring System with control/displays for both battery banks.

Battery Chargers:

- Newmar HDM220/24/40 24v/220v 40Amp battery charger for charging main battery banks.

Alternators:

- 24v 60Amp engine-mounted alternators.

Generator:

- HFL 3kva 12v/220v generator supplying 240vAC.
- Dedicated fuel/water separator for generator.
- Generator hours - approx 150 hrs.

Shore Power:

- 240v shore supply complete with waterproof stainless steel Marineco external socket adjacent to upper helm position.
- Shorepower leakage breaker switch at AC/DC panel.
- Shorepower cable.

Other Electrical:

- 240v ring main with sockets throughout interior including engine space.
- 12v sockets at lower helm.
- AC/DC control panel at aft end of saloon.

Plumbing Systems

Fresh Water & Water Heating System:

- 24v Pressurised water pump for supplying fresh water to heads and galley.
- 8 litre Accumulator tank.
- Hot water supplied by 15 gallon twin coil calorifier connected to starboard engine circuit.
- Additional water heating via 240v 2kW immersion heater element.

Bilge Pumps:

- 4 x 24v automatic electric bilge pumps with manual overrides and alarms.

Pumps are located:-

- Aft bilge area.
- Engine room bilge area.
- 2 x Forward bilge area.
- Bilge alarms at both helms.

- 3 x Manual bilge pumps located:
 1. Galley bilge.
 2. Engine space.
 3. Aft cabin bilge.

Grey & Black Water:

- 24v shower discharge pumps in forward and aft shower compartments discharging directly overboard.
- 24v electric heads with electric discharge directly overboard.

Tankage

Fuel:

- 1,818 litres (400 gallons) in 2 equal sized aluminium alloy fuel tanks located forward of engines.
- Stainless steel fuel fillers on deck.
- 2 x VDO fuel tank gauges at wheelhouse helm.
- Fuel tanks cleaned (2014).

Fresh Water:

- GRP water tank integral to keel.
- Stainless steel water filler on deck.
- VDO water tank gauge at wheelhouse helm.

Navigation Equipment

Wheelhouse Helm:

- Raytheon R11XX rasterscan radar with open array scanner.
- Cetrek Chartnav 390 (display inoperative).

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- Cetrek GPS display.
 - Cetrek digital compass display.
 - Cetrek depth display.
 - Cetrek speed display.
 - Cetrek Pro Pilot 700 autopilot.
 - Nav4 Navtex with paper printout.
 - Serial port for connecting laptop with navigation software (not included with the sale although for reference, the owner has used Sea-Pro software with great success).

Communication Equipment:

- Shakespeare SE2500E VHF.

Aft Deck Helm:

- Pilot 780 autopilot control.
- Cetrek Speed display.
- Cetrek Nav display.
- Cetrek Depth display.
- Cetrek Compass display.
- Plastimo steering compass.

Communication Equipment:

- Simrad RT1400 VHF.

Domestic Equipment

Galley:

- Panasonic 800w 240v microwave oven with built in conventional oven and grill.

- Parkinson Cowan Alto 4-burner gas hob with stainless steel splashback.
- 240v stainless steel cooker extraction system.
- Carron resin twin bowl sink with hot & cold mixer tap.
- Vitrifrigo 24/240v front-opening refrigerator.
- 24v reversible deckhead extractor/vent fans.

Heads/Showers:

- Lavac marine heads with 24v electric flush and discharge.
- Manual hand pump backup for heads.
- Hot & cold pressurised showers forward and aft with 24v discharge.

Heating & Ventilation:

- Eberspacher 24v diesel-fired hot-air cabin heating with outlets in all main cabins.

Entertainment:

- JVC Radio/CD with 2 x speakers in saloon and 2 x speakers in lower dinette.

Lighting:

- DC Halogen deckhead lighting throughout.
- DC reading lamps where appropriate.
- Additional 240vAC lighting in dinette.

Accommodation

Summary of Accommodation:

- 6-7 berths in three double cabins and one bunk from converting wheelhouse saloon settee.
- Generous 6' + standing headroom throughout.

- Oak joinery with contrasting dark wood inlay.
- White vinyl cushioned headlinings with oak battening.
- Exposed hull sides either lined with oak veneer, cushioned white vinyl or blue carpeting.
- Pale blue carpeting throughout.
- Patterned cloth curtains.
- Patterned cloth upholstery.
- Blue vinyl-covered twin helm seat at lower helm.
- Brass-finish halogen deckhead lights and additional reading lights.

Description of layout from forwards:

Forward Cabin:

Island double berth with large stowage drawer beneath. Mirrored forward bulkhead with access to chain locker. Large hanging lockers to port and starboard. Side counters to port & starboard of island berth with integral lockers. Reading lights. Opening deckhead hatch with skyscreen.

Ensuite Heads:

Aft of forward berth to starboard. GRP laminate finish with oak trim. Porcelain sink with thermostatic mixer tap. 24v electric heads. Lights. Mirror. Opening side windows. Cupboards and lockers.

Ensuite Shower Compartment:

Opposite heads to port. GRP laminate finish with oak trim and GRP shower-tray. Porcelain sink with thermostatic mixer tap/shower head. 24v pump out for shower. Shower curtain. Mirror. Lights. Opening side windows. Cupboards and lockers.

Galley:

Aft of forward cabin to port. Speckled grey laminate U-shaped worktops with twin bowl resin sink. Gas hob with stainless steel splashback and extraction system. Combination

microwave/grill/oven. Front opening fridge. Various lockers, cupboards and drawers. 24v reversible deckhead extractor/vent fans. Opening side windows

Dinette:

Opposite galley to starboard. U-shaped circular seating with stowage lockers outboard and beneath. Circular folding-leaf fixed table. Book shelves outboard. Opening side windows. Reading lamps.

Wheelhouse Helm Station:

Helm position to starboard with full bank of engine controls and navigation instrumentation. Blue vinyl twin helm seat with locker beneath. Chart area opposite to port.

Saloon:

U-shaped saloon seating to port with large stowage lockers beneath. Circular folding-leaf drinks table. An additional infill is supplied to create large dining table (the owner has seated up to 10 person with additional seating by way of directors chairs). Locker stowage opposite to starboard. Access to engine space beneath saloon sole. Turning staircases at aft end of saloon to companionway and to lower corridor with large hanging locker outboard.

Aft Heads:

Accessed from lower corridor and forward of port aft cabin. GRP laminate finish with oak trim. Porcelain sink with thermostatic mixer tap/shower head. 24v pump out for shower. 24v electric heads. Lights. Mirror. Opening side windows. Cupboards and lockers.

Port Aft Cabin:

Twin low-set bunks with ladder for accessing top bunk. Bedside counter with drawers. Hanging locker. Opening side windows. Removable partition (stowed in dedicated locker in lower corridor area) to create large owner's/family cabin aft when combined with starboard aft cabin.

Starboard Aft Cabin:

Double berth to starboard with large stowage drawer and stowage locker beneath. Large

hanging locker forward. Full length mirror forward. Opening deckhead hatch with skyscreen. Cupboards and lockers. Bedside counter with drawers. Opening side windows. Separated from port cabin by removable partition.

Deck Equipment

General:

- Stainless steel windscreen frame.
- Blue vinyl twin helm seat on stainless steel frame with liferaft bracket beneath and stainless steel footrest.
- Blue vinyl rearward facing seat opposite to starboard with vented gas locker beneath offering stowage for two gas bottles.
- White painted aluminium alloy antenna mast on wheelhouse top.
- Stainless steel grabrails on wheelhouse roof and forward coachroof.
- Teak grate at companionway entrance with drainage beneath.
- Removable varnished teak deck boxes for warp stowage on aft deck.
- Varnished solid teak capped stainless steel guardrail surrounding aft deck area.
- Stainless steel guardrail from midships forwards.
- Stainless steel & teak bathing platform accessed from aft deck by stainless steel ladder.
- Aft and side boarding gates.
- Varnished teak bulwarks from midships forwards.

Anchoring & Mooring Equipment:

- Simpson Lawrence Anchorman Power 1200 24v 1,200w reversing electric anchor windlass with deck buttons.
- Delta anchor with chain.
- Stainless steel bow roller fitting.
- Stainless steel mooring bollards forward, aft and amidships with fairleads
- Warps & fenders.

- Stainless steel fender baskets (2 x 3) on pushpit.

Covers, Canvas & Cushions:

- Blue vinyl cockpit seating cushions.
- Blue canvas aft cockpit sprayhood/tent cover/bimini with stainless steel frame.
- Blue canvas dodgers for aft deck area.
- Full tailored winter cover.

Tender:

- XM Brig 300 3.0m RIB (2001).
- Whittal ED16 stainless steel manual 85kgs davits.

Safety Equipment:

- Avon 6-man canister liferaft (requires servicing).
- Horn (defective).
- 24v searchlight.
- Navigation lights with anchor light.

Fire-fighting equipment:

- Fire-extinguishers throughout interior.
- Automatic fire-extinguishers in engine bays.
- Fire-blanket at galley.

Broker's Comments

Based on the David Marsh designed Aquastar 43 (a hugely successful design for both pleasure and commercial deep-sea fishing vessels), KAPANA IV was fitted out by the renowned Bucklers Hard Boat Builders at the historic Agamemnon Boat Yard in Beaulieu. As builders of the very

finest (and most expensive!) Nelson motor yachts, KAPANA IV was always destined to be something quite special.

With a respectable beam and arguably a little more volume to her hull lines over and above the regular Nelson designs, the Aquastar Nelson 43 dismisses many of the most common criticisms of the modern Nelson whilst ensuring that all of the legendary sea-keeping characteristics, semi-displacement performance, style and charm of the tradition Nelson motor yacht are retained.

Nowhere is this more evident than below decks where guests are presented with the most beautifully executed, bright & airy oak joinery interior with plenty of typical Bucklers Hard touches such as lovely turning staircases and semi-circular seating configurations. In terms of sleeping accommodation, the Aquastar Nelson really lays down her trump-card. With a stunning owner's cabin forwards, complete with separate shower and heads compartments, the aft end of the yacht is given over to an extremely clever twin cabin arrangement (a double to starboard and a twin bunk cabin to port) which can be joined to create a large owner's or family cabin by removing a central partition. This versatility is unmatched amongst her peers.

In only her second ownership since build, KAPANA IV has always been lovingly maintained (most recently by the renowned Elephant Boatyard in Swanwick), but must now be sold to make way for something much larger but a little more pedestrian, and destined for the inland waterways of Europe.

KAPANA IV is a truly unique motor yacht and is in our opinion one of the very finest 'do everything' mid-sized Nelsons afloat today.

The Nelson Story (c/o Motorboat Monthly)

When the late Commander Peter Thorneycroft first put ideas on paper for his idea boat, it was to have an all-weather capability to enable him to commute from his home at Bembridge on the Isle of Wight to the family firm of Vosper Thornycroft at Portsmouth. The waters of the East Solent are often stormy, particularly during the dark days of winter, with a short steep chop that taxes the stoutest of craft. But the Commander's boat not only had to handle this, it had to do so without slowing down.

Thus was born the semi-displacement hull form that was become known and respected by pilots, police forces and other marine operators who have to go to sea regardless of the weather.

The essence of the design is a deep forefoot and fine forward sections to cut through head seas, rapidly levelling out to give an almost flat hull from midships back to the transom, necessary to give lift at high speed, and prevent the stern from digging in too much. A tight rounded bulge rather than a hard chine softens the ride, while a knuckle running the full length of the boats keeps the bow wave and spray down as much as possible. A pronounced deep keel adds directional stability when running down the waves and protects the propellers from floating debris, or the bottom should the boat run aground.

Semi-displacement boats can be driven easily up to 18-20 knots, but above this they require proportionately greater power input than a pure planing hull. The benefit comes in their ability to keep up their top speed in sea conditions that would force planing boats to slow down. Even more significantly, when they do have to slow down, they have no planing threshold to cross.

A pure planing hull will have a transition period that occurs between 10 and 15 knots, and can only comfortably travel either above or below this speed. When conditions worsen, and speed is forced down from 20 knots or more to 16 knots, it will be in the situation where backing off for an extra large wave will drop it off the plane, leaving the skipper to have to apply more power to get it back over again. This constant rise and fall in speed means that most people opt for much slower speeds in bad conditions. The semi-displacement hull on the other hand can be set to run at any intermediate speed depending on the waves.

The Nelson name originated from the first yard to build the boats. Keith Nelson and Co were based near Thornycroft's home at Bembridge and derived their name from the proprietors, Keith Butts and Arthur Nelson Compton. The designs quickly became known as Keith, Nelson boats, later shortened to Nelson. On the design side, Thornycroft set up his own company, TT Boats, in 1961, and while Keith, Nelson were to succumb to the vagaries of the marine market, TT continued after the death of its founder in 1987, and is now in the capable hands of Arthur Mansell, one of the Commander's protégés.

The family stretches from the diminutive 18-footer up to a 70ft model, and is continually being modified, usually with the aim of providing greater internal volume, while still retaining the characteristic head-sea performance.

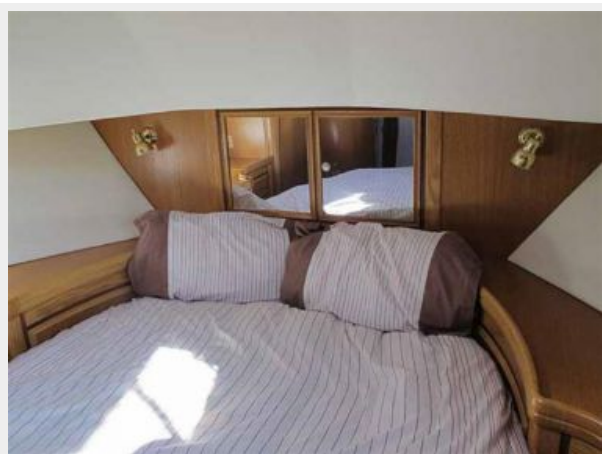
Exclusions

Owner's personal belongings.

Disclaimer

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PHOTOS

















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