

PRESS RELEASE

AQUARIUS BACKGROUND INFORMATION



MAIN DATA + INTRODUCTION

Name:	Aquarius (I), nowadays Apsara
Type:	World Cruising Ketch
Length:	56m / 184ft
Length waterline:	41m / 135ft
Beam:	9.5m / 31ft
Draft incl. keel:	4.8m / 16ft
Shipyard number:	Project 399
Naval architect:	Dykstra Naval Architects
Interior design:	Mark Whiteley Design
Project management:	Godfrey Cray Maritime Ltd.
Builder:	Royal Huisman
Year of delivery:	2018



AQUARIUS

A stunning yacht of rare beauty, combining classic hull lines with a powerful modern rig and a clean, contemporary chic above and below decks.

Aquarius truly defines what it means to be a ‘modern classic’. With naval architecture by Dykstra Naval Architects and interior design from Mark Whiteley Design this magnificent ketch was realised by Royal Huisman together with Rondal and an outstanding team of rig specialists. Exceptional co-operation from the highly talented client team ensured a harmonious build and a highly successful outcome.

OWNERS’ BRIEF

The owners’ brief was for an elegant yet muscular sailboat with a classic profile, for family enjoyment. The yacht should have favourable sea keeping characteristics that are ideal for world cruising as well as standing her in good stead for the occasional Bucket regatta.

Owners’ representative Godfrey ‘Goddy’ Cray said the clients had sought: “A modern classical yacht with a clean, uncomplicated look. Not a pirate ship but a modern, fashionable and chic looking yacht with performance, reliability and quality – a sailor’s yacht.”



The brief of course, evolved from there – particularly because the husband and wife owner-team remained closely involved with the project and in the development of new ideas to finesse their vision. Erik Wassen, senior Dykstra designer on Aquarius said: “These are adventurous owners, committed to serious world cruising and exploration with their family and guests, rather than just the well-trodden Med / Caribbean circuit. They certainly wanted a beautiful yacht but the elements of security, good sea-keeping and comfort unquestionably dominated our thinking.”

As experienced sailors, the owners were equally clear about performance requirements and the implications for the rig and sail management system. Again from Dykstra: “We needed to provide good performance for long passages but also ease of handling, so that it really is possible to get set up and sail off an anchorage in well under an hour; sail for a couple of hours and still enjoy an afternoon of relaxation or watersports.”





And as a strong foundation for the performance, reliability and lifestyle they expected of Aquarius, the owners consistently emphasised the word SIMPLICITY.



This meant no superfluous systems or experiments, just the best modern technology platform already proven under hard sea miles – and no more of that than was required for the safe and efficient operation of the vessel. While luxurious accommodation and amenities are a given for a yacht of this size and quality, flexibility was also highlighted, so that Aquarius could comfortably accommodate differing groups of family or guests when cruising. In terms of interior styling, the mood should be classic without ever being busy or fussy. It should feel calm, elegant and relaxing.



Sail areas:

Main sail (high roach):	520 m ² / 5,597 ft ²
Mizzen (high roach):	440 m ² / 4,736 ft ²
Blade:	430 m ² / 4,628 ft ²
Staysail:	260 m ² / 2,799 ft ²
Mizzen staysail:	460 m ² / 4,951 ft ²
Code 0 (Genoa):	770 m ² / 8,288 ft ²
Gennaker (A2):	1580 m ² / 17,007 ft ²
Upwind:	1390 m ² / 14,962 ft ² (main+mizzen+blade)
Downwind:	3000 m ² / 32,292 ft ² (main+mizzen+mizzen staysail+gennaker)



**“An elegant, muscular sailing yacht
with a classic profile for family enjoyment.”**

— The owners’ brief



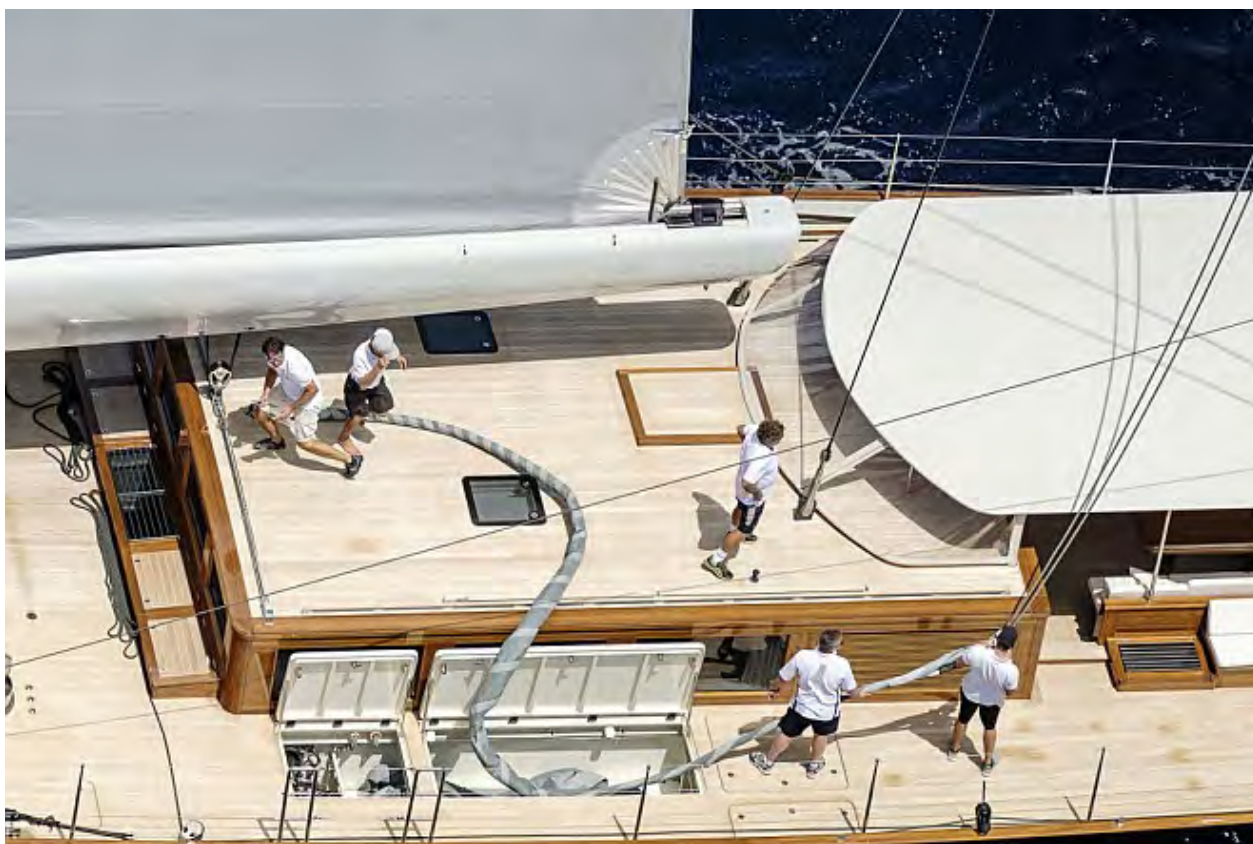
The Doyle design team had been introduced to the project at an early stage and so were able to tweak the initial specs for an optimal end result that went well beyond initial expectations. Early aero analysis and FEA work were massaged into the design, refining the deck layout and overall load predictions to help streamline the build process.

Rondal manufactured the two carbon fibre Panamax spars and the style-to-order furling booms with performance outhaul feature. The solid carbon standing rigging by Carbo-Link is executed in a continuous configuration.

“These are adventurous owners, committed to serious world cruising and occasional racing... the elements of security, good sea-keeping and comfort unquestionably dominated our thinking.”

— Dykstra Naval Architects

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The sail inventory comprises: fully roached main and mizzen sails with integrated reefing, a blade jib, performance staysail, heavy duty delivery staysail and a reacher / Code 0 set on a removable furling torque stay to reduce windage. The downwind inventory is made up of a full running asymmetric gennaker and mizzen staysail, both crafted to perform well in Bucket racing with full crew as well as under regular cruising conditions.





“Not a pirate ship but a modern, fashionable and chic looking yacht with performance, reliability and quality – a sailor’s yacht.”

— Godfrey ‘Goddy’ Cray, owners’ representative



A great deal of consideration was also given to the specification of the sail management system and associated deck hardware in order to maximise efficiency and reliability, while minimising deck clutter.



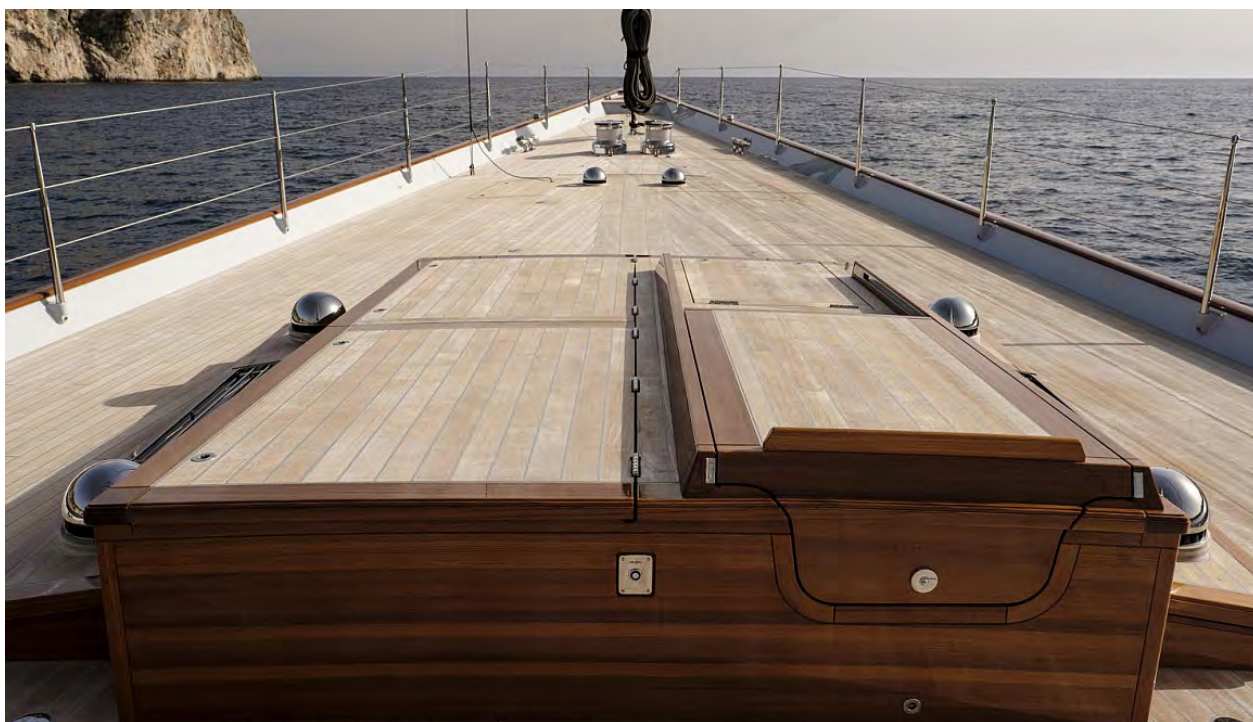


The inner fore stay, for example, is also removable to enhance flexibility, while extra precautions in design and execution were undertaken to avoid any risk of running rigging snagging behind classic deck features.

Good examples of this attention to detail can be found in the superstructure teak detailing, or in the bespoke cowl vents that appear to have open space beneath their stainless steel caps but are in fact supported above a ring of black steel vents, shaped to throw off any line that might otherwise snag.



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In addition to the main and remote sail control units, there are also fixed control units, conveniently mounted at eye level on the main mast for various hydraulic controls, halyard locks and even deck lights.





Ketch rig systems originally evolved to provide flexibility and easier handling through a more fragmented sail plan. There can be little doubt that the carefully crafted and highly optimised and high-roached sail plan of Aquarius' ketch rig takes these benefits to the highest possible level. The aim – and the result – has been to provide all the versatility and reliability needed to meet the owners' requirements for worldwide cruising comfort and regatta performance, without compromise.



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The twin helm stations combine clean, ergonomic design with superb sightlines to the bow and the rig. The direct steering provides excellent feedback to the helmsman and Aquarius has impressed her crew with her ease of handling, both upwind and downwind.



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This undoubtedly owes a lot to her underwater profile, with its 4.8m / 15.7ft fixed keel and balanced spade rudder, working in perfect harmony with her powerful yet easily managed ketch rig.



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Spars:

Rondal carbon fibre masts with halyard locks and carbon fibre style-to-order performance furling booms

Standing rigging:

Rondal / Carbo-Link carbon continuous

Running rigging:

Package by Rondal and Cooper Rigging



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Rig dimensions

P	51.70 m / 169.62 ft
E	13.55 m / 44.46 ft
I	52.50 m / 172.24 ft
J	17.30 m / 56.76 ft
Py	47.25 m / 155.51 ft
Ey	12.90 m / 42.32 ft
Air draft:	58.50 m / 192.91 ft
Sails:	Doyle Sails New Zealand; material Stratis





“She sails beautifully and is ‘near-perfect’ on beam reaches”

— The owners



**“Going downwind and reaching
with the mizzen staysail and code zero,
Aquarius is very fast and easily driven”**

— Godfrey ‘Goddy’ Cray, owners’ representative

**“The rig package was developed by a highly specialised team
comprising Dykstra Naval Architects, the owners’ project manager
Godfrey ‘Goddy’ Cray, Doyle Sails NZ, Carbo-Link, Rondal
and Royal Huisman. A strongly co-operative culture
was established from the outset.”**



“There can be little doubt that the carefully crafted and highly optimised sail plan of Aquarius’ ketch rig takes these benefits to the highest possible level”

— Doyle Sails NZ



AT ANCHOR

From almost any angle, the perfectly judged sheer and long overhangs of Aquarius' slender hull, crowned by its majestic rig, provoke admiring comments. The black topsides, subtly enhanced by oval portlights, fairleads and a silver cove stripe that finishes in a flourish aft, gleam a discreet yet shimmering black as they flawlessly reflect the ripples on the water.

This is the alluring sight that greets the owners and their guests as they approach Aquarius from ashore by way of the yacht's main tender. On deck, crew can be seen completing their final preparations, while another crew member on the highly stable side boarding platform stands ready to...



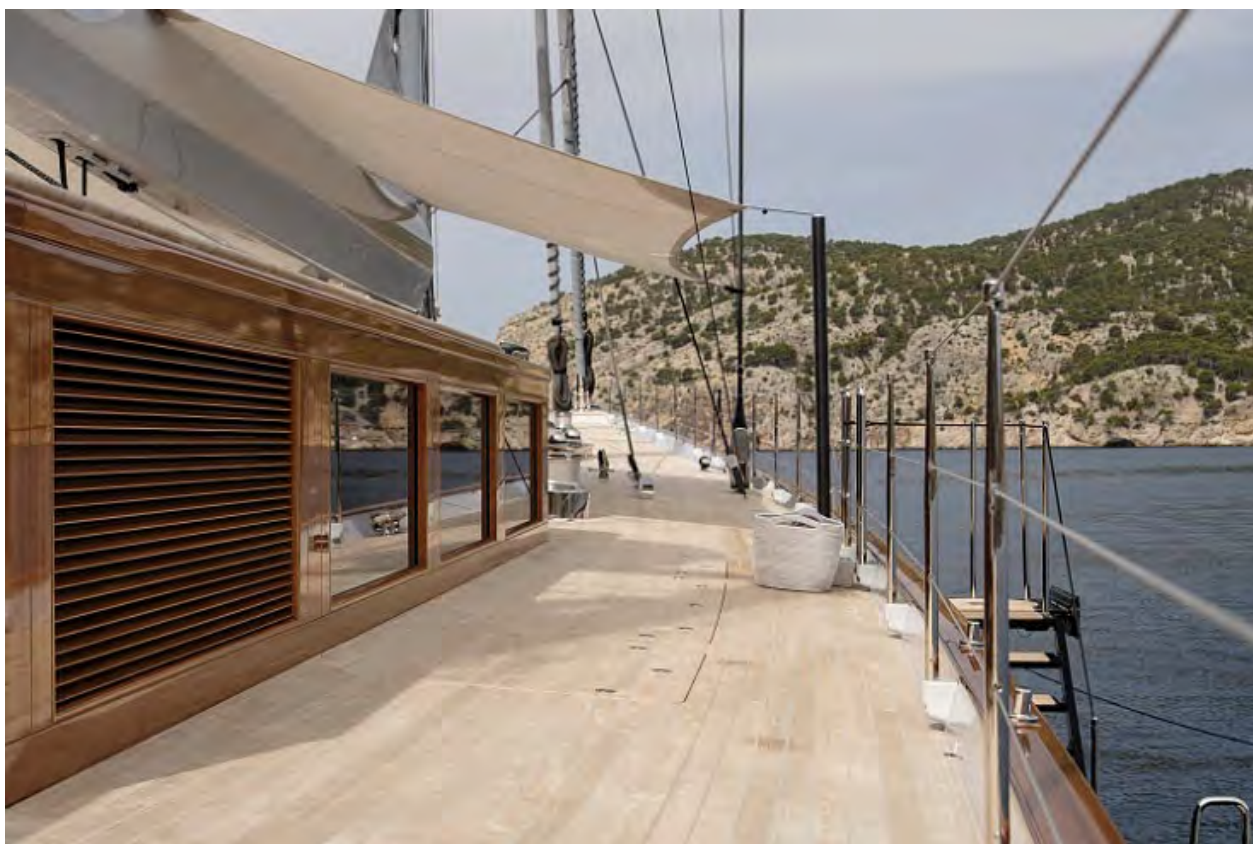
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...welcome them aboard and offer assistance. A few steps up take the owners' party onto the deck, beside the main cockpit and just aft of the main deckhouse.



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First-time visitors experience a collective intake of breath as they are presented with the vast sweep of immaculate teak decking, subtly seamed in grey, and the gleaming masts that tower above.

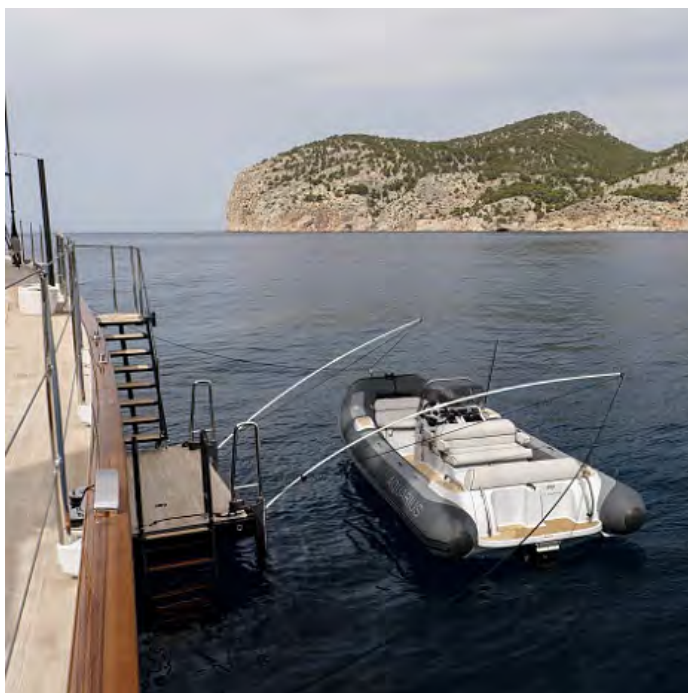
Entering the spacious and informal main cockpit, they will be greeted by a stewardess offering welcoming drinks and canapés.

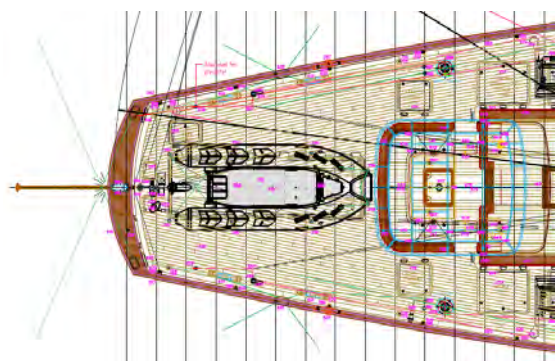
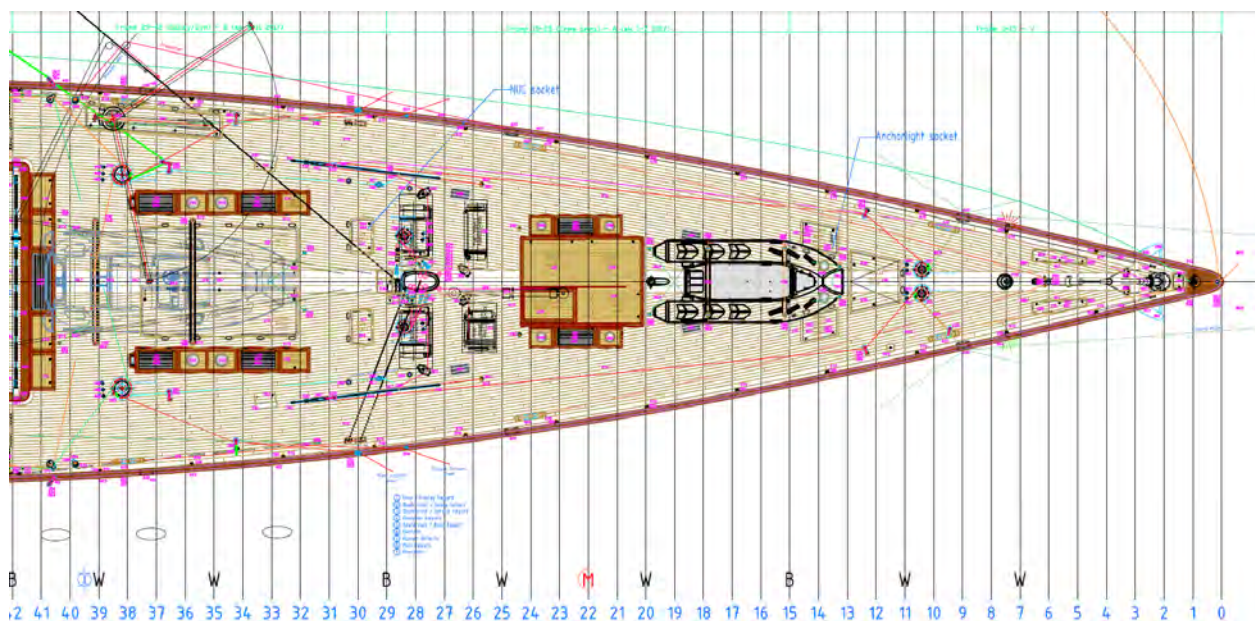
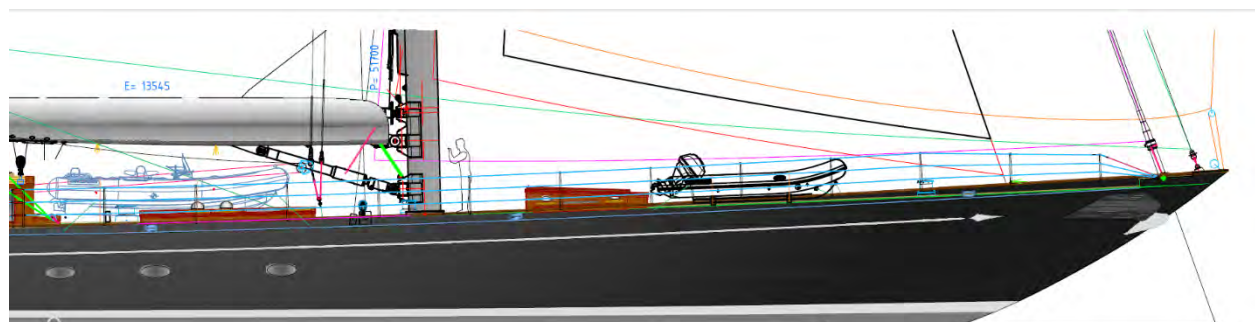




Through the companionway door, the understated elegance of the luxurious accommodation a few steps below is reassuringly evident.

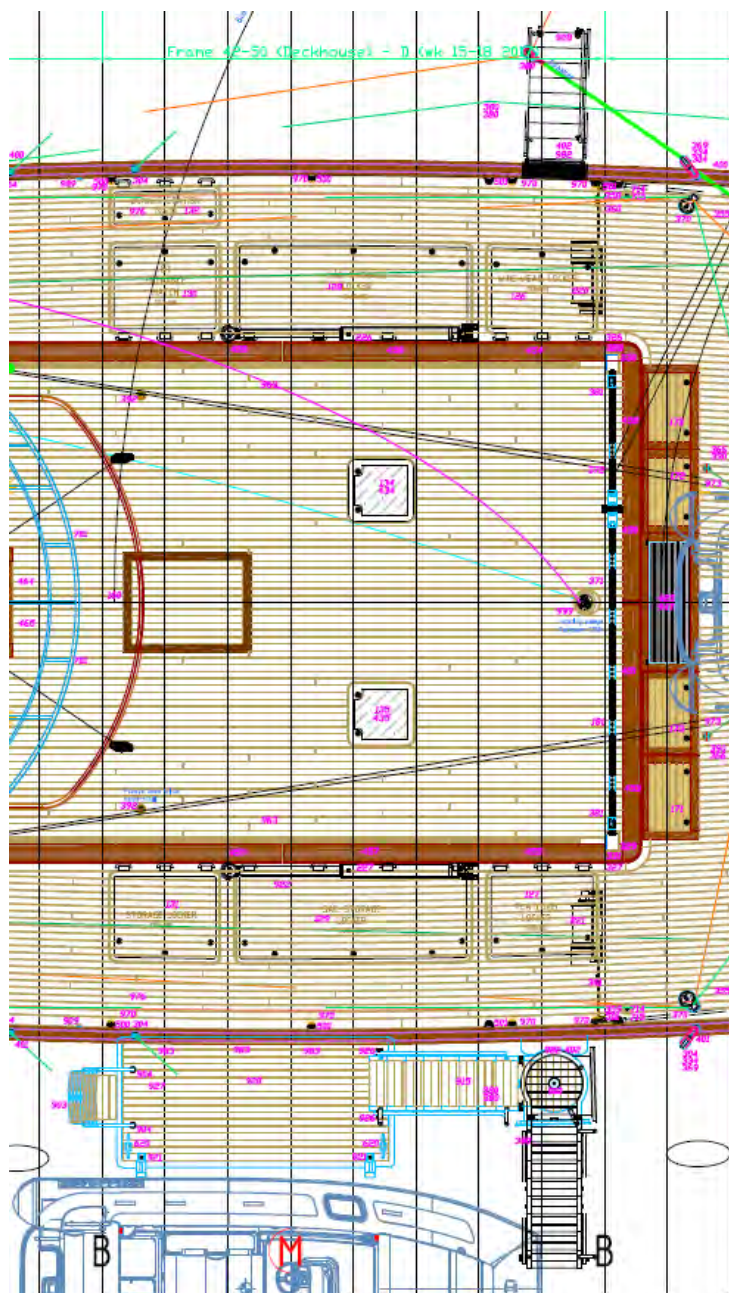
A glance back down to the water reveals an array of the yacht's 'toys' already afloat and awaiting their pleasure. There is no question that this experience is going to be special.





ABOVE: SECTIONS OF DECK LAYOUT DRAWINGS BY ROYAL HUISMAN'S ENGINEERING DEPARTMENT SHOWING THREE LOCATIONS FOR THE TENDERS

Aquarius carries two tenders with three tender-stowage locations on deck to maximise flexibility.

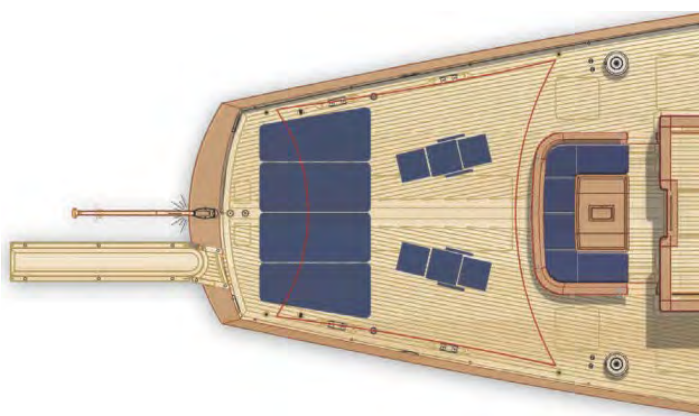


Boarding options comprise a range of carefully thought-out options. The highly stable 3m / 10ft fold-out side boarding platform amidships (complete with shower) not only provides secure and easy access from a tender but – by way of an additional side gangway with self-levelling steps – secures starboard access to low-level docks. A seawater stairs can be installed on portside.

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In addition, there is a passerelle for dockside boarding while docked stern-to. With extensive family cruising in mind, Aquarius is extremely well equipped for watersports activities. There is ample stowage space below for Sea Bobs, diving gear, kayaks, windsurfers and bicycles, as well as lockers for sunbeds and a wide range of mattresses for relaxation.

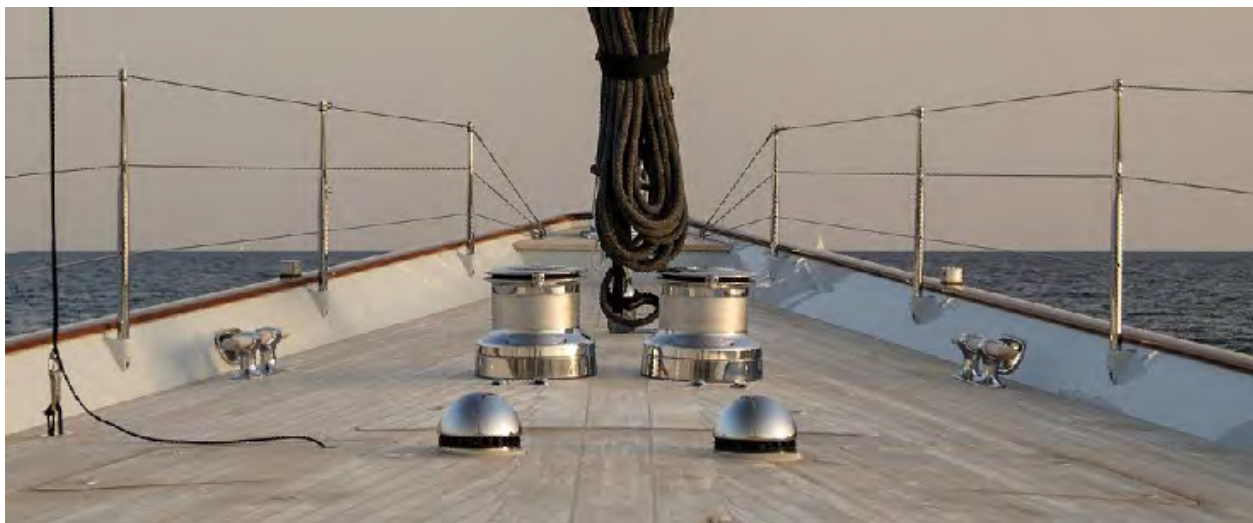




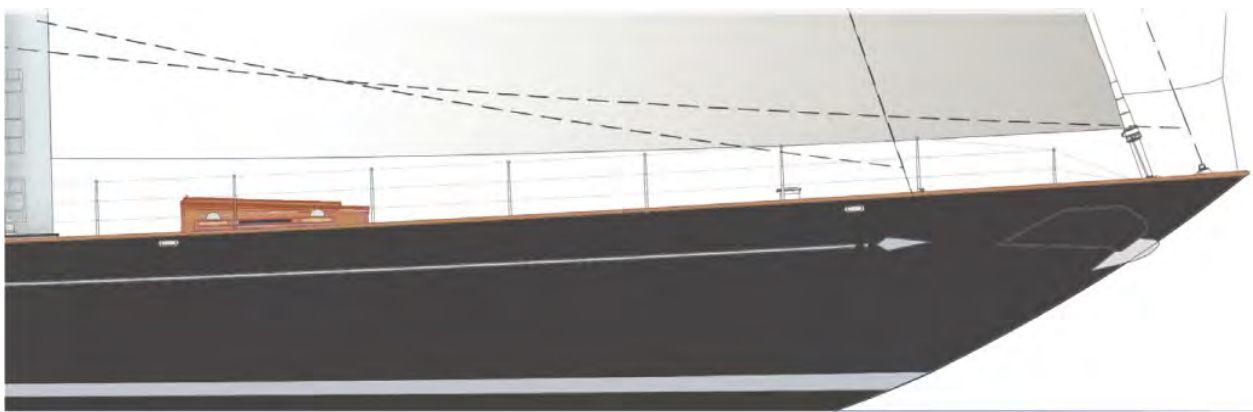
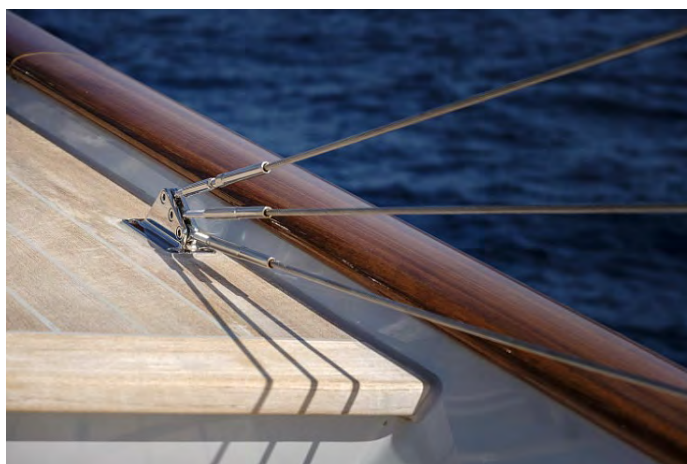
At the bow, stainless steel anchors are mounted either side in the classic fashion.



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The recessed furlers on deck are partially visible but what cannot be seen is a pulpit, since this has been discarded to achieve a low tacking point for optimised rig balance and sail area.





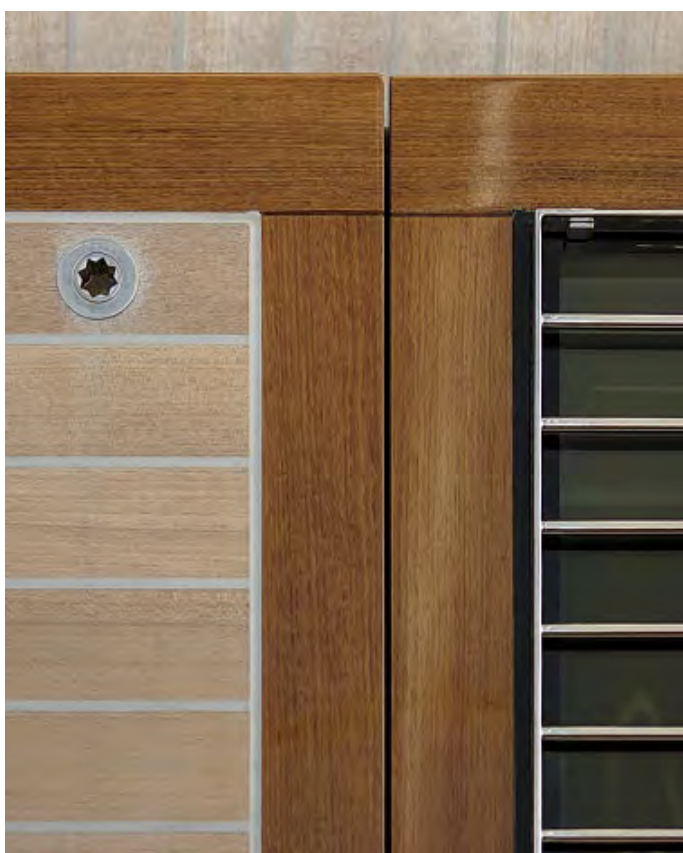
Classification:	Lloyd's Register EMEA and MCA (Cayman Islands) ✕ 100A1, SSC, Yacht, Mono, G6, [✕] LMC, UMS, LY-3
Construction:	A composite of "Alustar" AA 5059 H321 and AA 5083 for plate material and assembled profiles; "Alustar" 5059 H111 for extrusions
Keel type:	Fixed fin keel
Anchor system:	2x Manson anchor, plough-type, 273 Kg / 602 lbs
Tenders:	1x Williams 565 Diesel Jet, 1x Brig 450, 25HP outboard
Boarding platform:	Royal Huisman hydraulic boarding platform
Side gangway:	Manually operated side gangway by C-Site
Passerelle:	Hydraulically operated passerelle by Yacht-Tec
Paint system:	Alexseal paint system. colors: black hull (super jet black), silver recessed cove stripe, grey bulwark, masts and booms (50% Whisper grey + 50% Kingston grey)

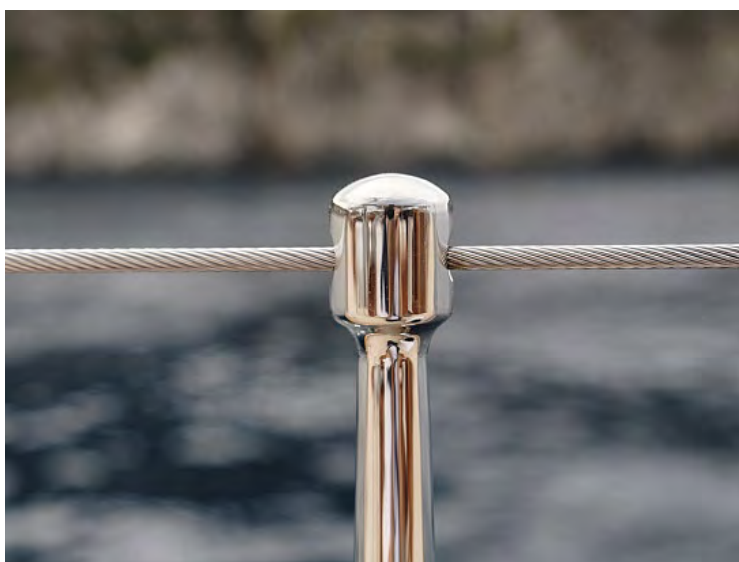


EXTERIOR

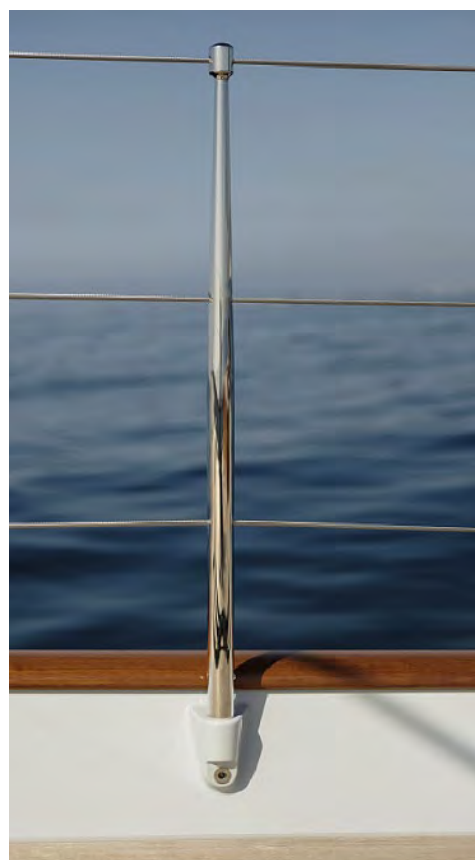
Visitors stepping onto the decks of Aquarius for the first time are likely to be powerfully struck by the confident and highly successful fusion of classic and modern design references. The hull lines and traditional deckhouses say ‘classical purity’ yet the clean, spare execution and modern detailing on deck could be equally at home on a far more contemporary yacht.

This is no easy trick to pull off but, by paying attention to detail in every aspect, the team have succeeded in achieving ‘classical modernity’ that others might only dream of.



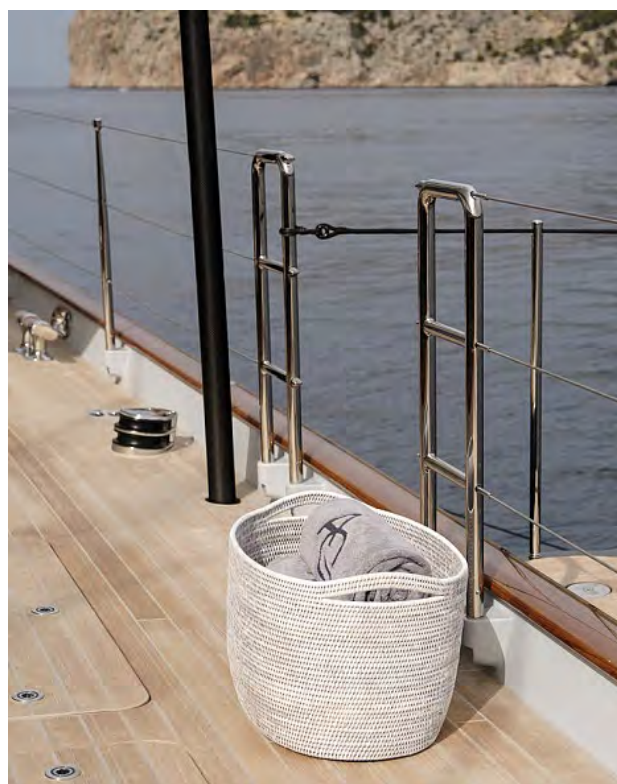


A few examples: The stanchions are set inboard of the continuous cap rail, which incorporates a hidden footlight.





The guardrail integrates a tensioning device, again out of sight, so without visible bottle-screws or any other mechanism in sight to interrupt the clean run of wire.





The helm stations are confidently, even assertively, modern in their styling and construction from stainless steel panels covered by teak.



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The contemporary wheels, with their polished and tapered steel spokes, provide just a nod to tradition with their teak rims, but no more than a nod.



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The helm displays have adjustable teak covers that can be fully closed when not sailing, or adjusted against the sun for optimum readability in all conditions.





Leaning posts for the helmsman can be situated at different positions relative to the helm to ensure security and ergonomic efficiency for the helmsman, whatever the conditions or the point of sailing.





The uncluttered teak decks, with their grey caulking and margin plank-free hatch covers, set the tone of subtle modernity that interacts so successfully with the classic hull lines.





**“The owners, who are very good at visualisation,
immediately understood you can’t hide anything behind a foot rail,
so we’d better keep it clean! And we did.”**

— Erik Wassen, Dykstra Naval Architects

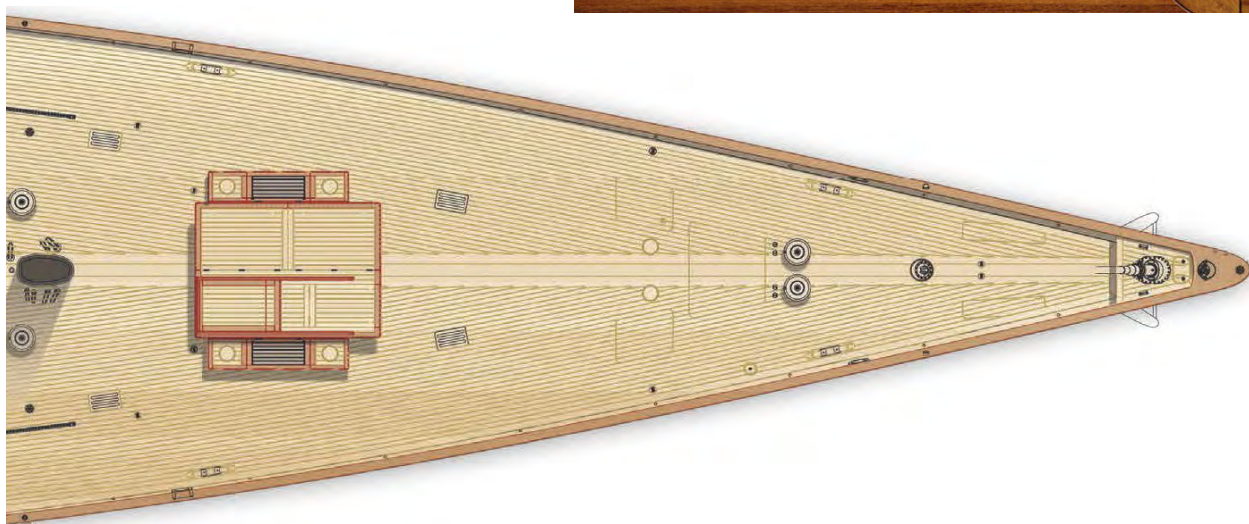
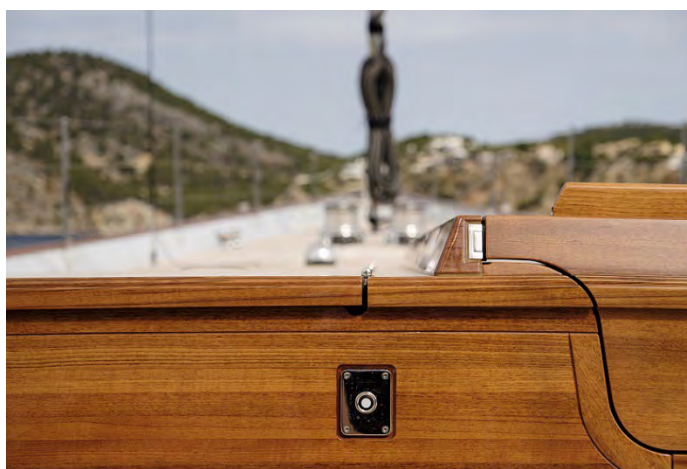
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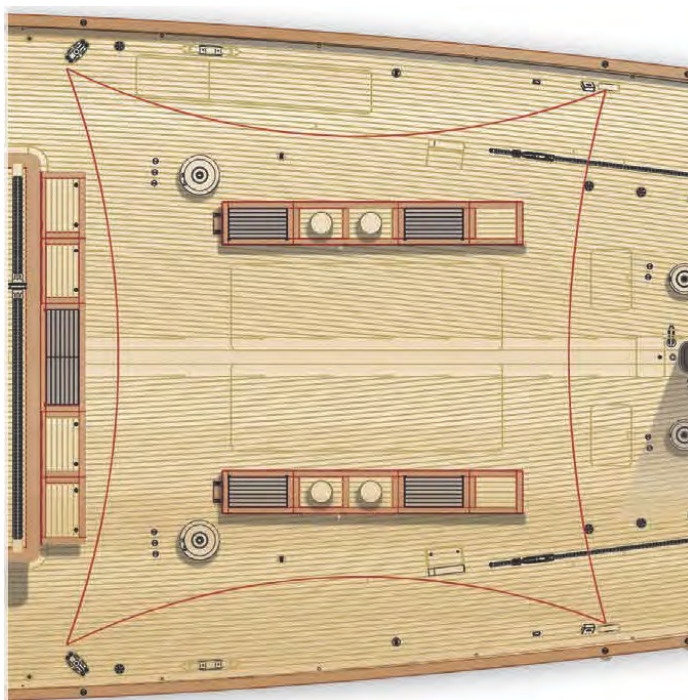
The deck features two low-profile teak clad deckhouses and a sheltered crew companionway forward.



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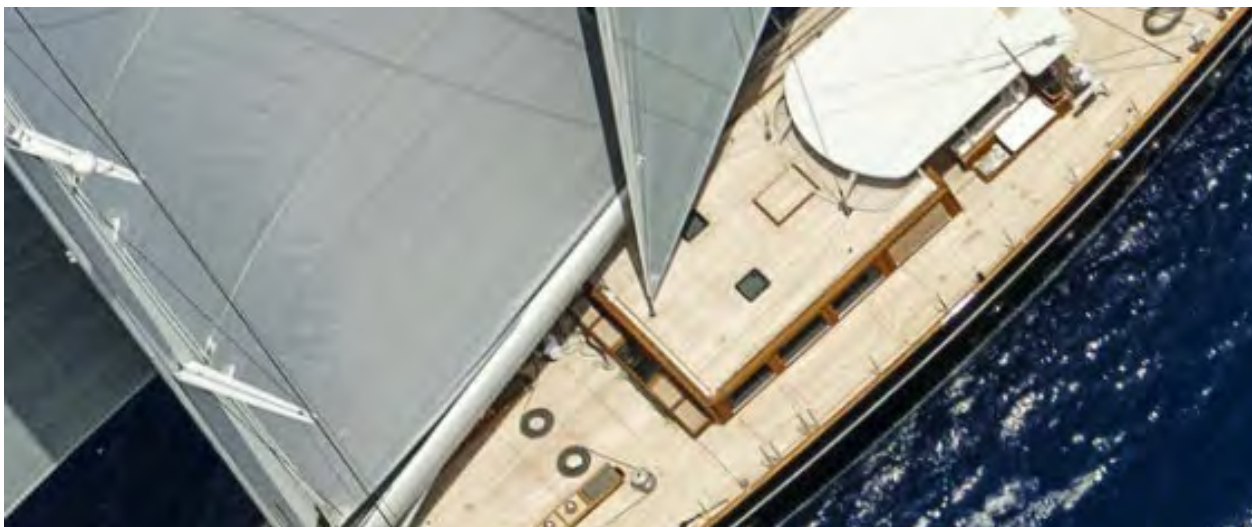
A mid-deck lounge area, with sun canopy above, is easily set up when at anchor.



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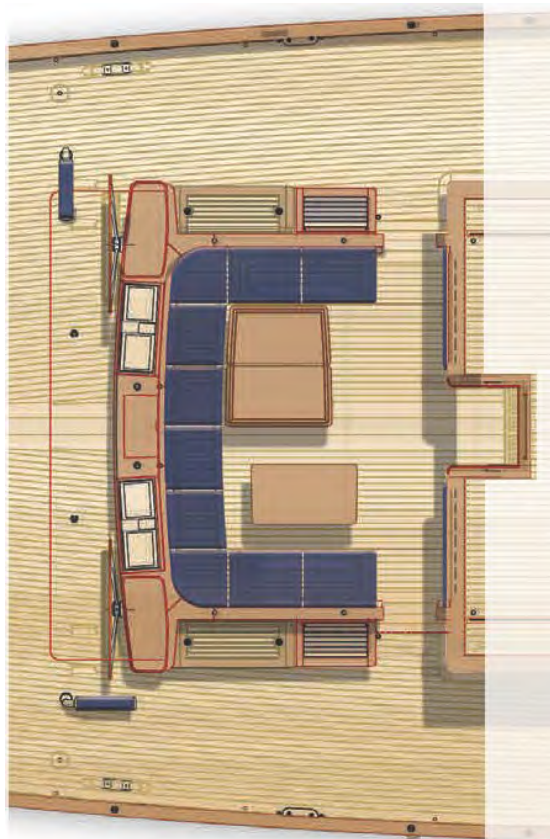


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Immediately aft of the glass-rimmed main deckhouse and salon, the main cockpit provides the perfect social hub on deck while also offering direct access to the interior.



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Luxuriously appointed, this cockpit is sheltered by a large bimini that links with individual biminis providing sun protection for the helm stations.



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Superb attention to detail is again evident in the design and execution of the folding, rotating and elevating cockpit tables that can serve as individual, low-level coffee tables or elevated and integrated to seat a party of ten, or ...



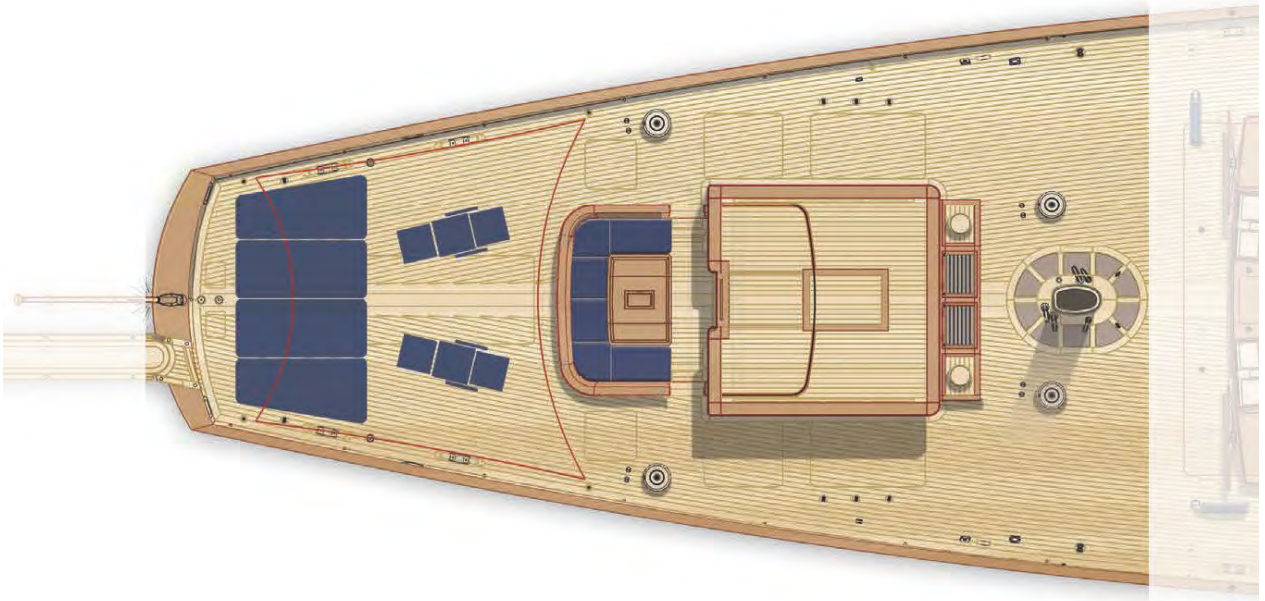
...provide an intimate breakfast setting for just two.

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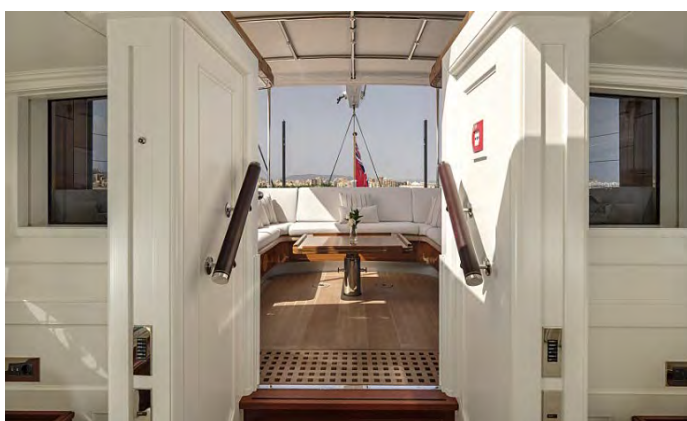
Aft of the main cockpit and the twin helm stations, the mizzen mast signposts the approach to the owners' private deckhouse and cockpit – and to the luxurious owners' suite below, which is flooded by natural light provided from a circular skylight around the mizzen mast.



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The owners' private cockpit – sheltered by a canopy and an at-anchor awning for two sun loungers – is directly linked to the aft deckhouse, inside which a secluded relaxation area gives access to the magnificent owners' suite below.





Aft of the sun loungers, there is space for mattresses. Views over the stern are completely unrestricted, even by guardrails or a pushpit (although guardrails can be rigged for safety).



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As if this set-up did not cover all possible options, the private cockpit table can also be converted to a sheltered bed between the coamings for safe and secluded relaxation at sea. The table also converts from centre to off-centre dining for two, providing yet more exceptional flexibility.



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Deck equipment is kept to the minimum required but always with an eye to form as well as to function. Great flexibility for the various sail combinations and points of sailing is achieved by the use of Equiplite blocks with soft loop connections. Easily and swiftly moved between a wide range of available flush deck fittings, these advanced lightweight blocks incorporate chips providing load readouts and replacement planning alerts.



The deck cleats are a truly stylish composition of curving, polished steel and crafted teak.

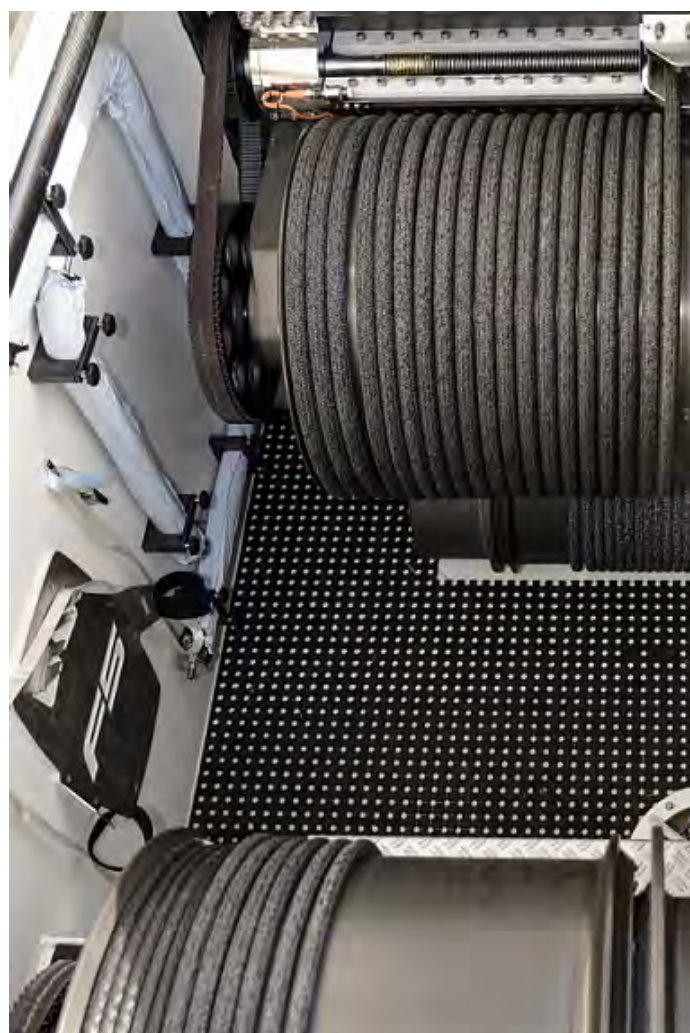


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Sail management is powered by high-speed winches with line speeds of up to 100 meters per minute. The Harken winches on deck are complemented by Rondal reel winches in deck lockers with electrically-driven variable speed feeders.



These feeders have been developed for high speed operation, contributing to overall safety and reliability.





Overhead, the immaculate, gleaming Wisper / Kingston grey-painted rig features style-to-order Rondal furling booms. The lower profile of the outer shells of the booms is a bespoke design, carefully conceived and crafted to echo the sheer of the topsides below.





“It’s a dream come true to own a boat like this, and to look at her and sail her with such a strong sense of accomplishment and appreciation”

— The owners



Deck hardware:

Rondal, Equiplite and Harken

Hatches:

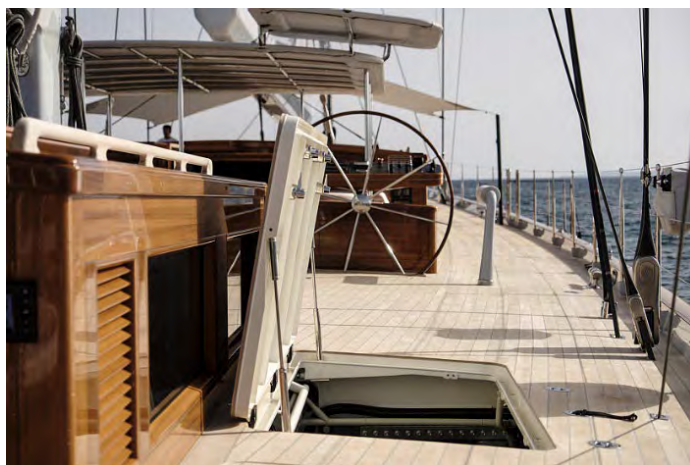
Rondal custom flush deck hatches

Winches and cylinders:

Underdeck Rondal reel winches with electric feeders,
Harken drum winches on deck,
max. line speed 100m / min

Steering system:

Manual steering system without power assistance
and hydraulic steering system
Simrad Autopilot system

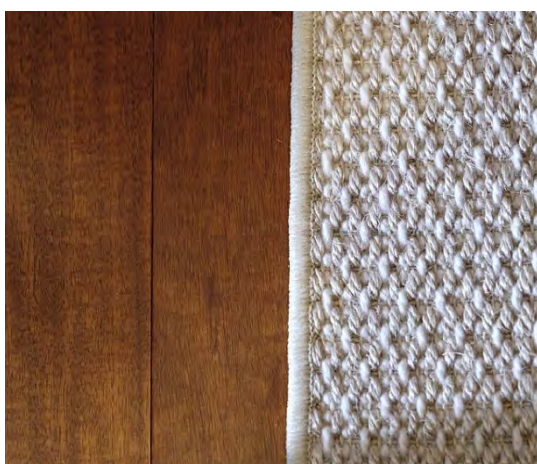


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INTERIOR

Mark Whiteley has designed a classic modern interior based on the owners' preference for brush-painted white panelling and deckheads, with contrasting mahogany joinery for walls and flooring. The overall ambiance, as they set out in their brief, should not be too busy or fussy, but calm and elegant, providing a 'New England feel of relaxed elegance' – achieved by Mark Whiteley with crisp mouldings and fine detailing to add a touch of contemporary sharpness.

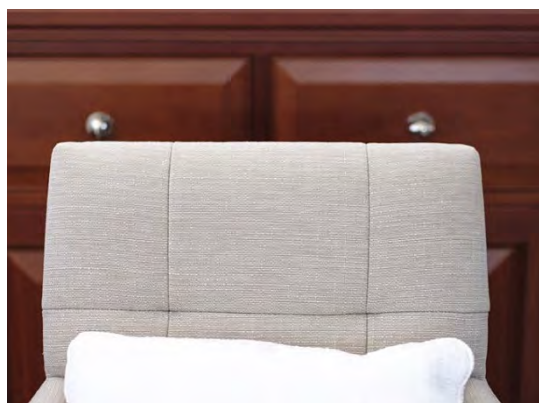
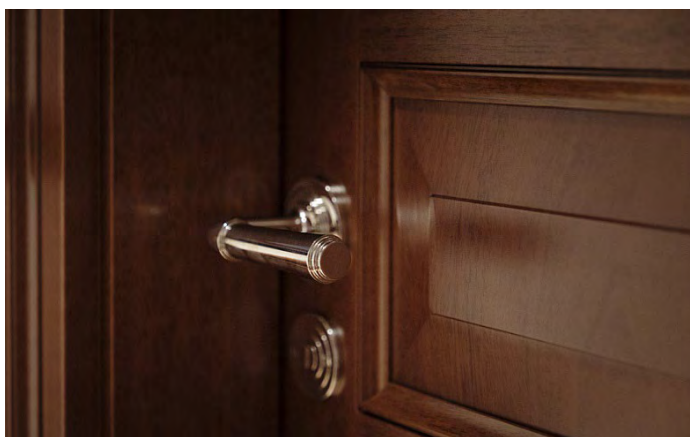
**A 'New England feel
of relaxed elegance'**



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The selected mahogany is crown cut Swietenia, chosen for its nuanced warm tones to complement furnishing fabrics in equally subtle shades of ivory and cream.





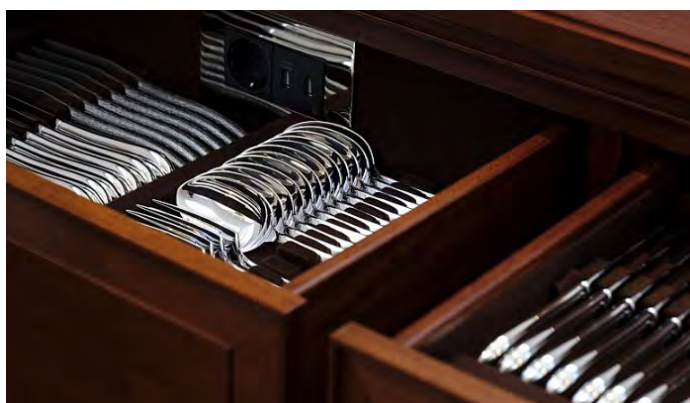
Descending a few steps from the main cockpit into the magnificent deck salon, a new guest immediately gains a powerful impression of the light, airy and subtly nuanced combination of fabrics, paint and furnishings that sets the tone throughout the interior.



The sense of natural light streaming through the panoramic windows and reflected off the surrounding seascape is overwhelming. This is another example of how well the classic / modern fusion works: original classic yachts never had more than small portholes facing forwards. But modern glass technology allows for all the benefits of a large forward-facing window without any compromise to security.

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To port, set behind two elegant coffee tables, there is a large and luxurious cream sofa from which the visitor will note a marble-topped servery on the starboard side aft, with a sink and facilities for preparing drinks and snacks. Beautifully joinered lockers contain bespoke shelving and racking for glasses, cutlery and plates.





Our guest will also note the compact nav station forward on the starboard side, and a beautifully lit staircase descending forwards to the accommodation below. A glance back towards the entrance reveals another subtly lit staircase descending aft.



“The sense of natural light streaming through the panoramic windows and reflected off the surrounding seascape is overwhelming”



From a similar sofa to starboard, one can observe how easily crew members are able to electrically elevate and convert the coffee tables opposite to create an impressive dining table for eight. Seating around the table is provided by the large portside sofa and stylish folding directors' chairs brought in by the crew.





**“Not too busy or fussy, but calm and elegant,
providing a ‘New England’ feel of relaxed informality
and understated quality”**

— owners’ interior brief to Mark Whiteley Design

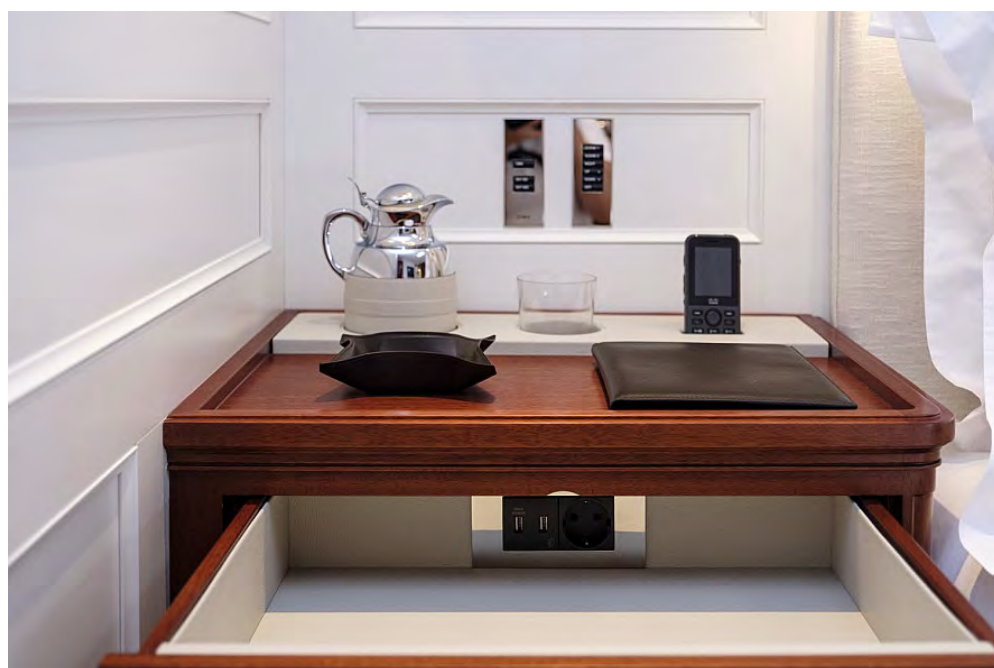


The aft staircase leads to the dayhead and provides access to the main owners' and guests' accommodation area...



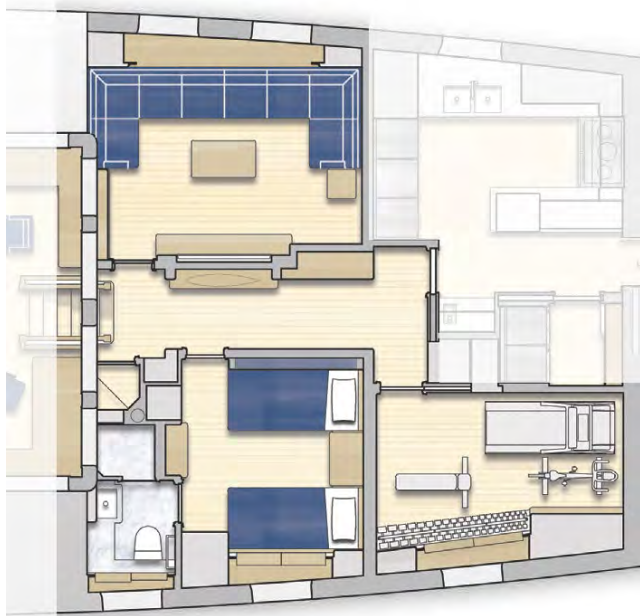


...with double guest cabins either side of the corridor and the owners' suite aft.



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Gym, lower salon and guest accommodation
The forward staircase descends...





...on the port side, to a lower salon equipped with a very large hi-res cinema screen, an exceptional sound system concealed in the walls, and luxurious informal seating.



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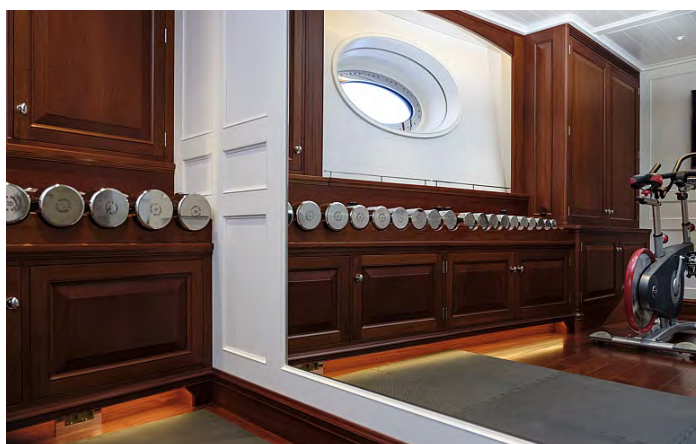
On the starboard side, opposite, is situated an additional, highly flexible, guest cabin. This is set up as a twin but, with an extended family in mind, can be converted to sleep 4 by way of a Pullman inboard and a recessed bed which can be lowered from the ceiling. This cabin can also be converted into a double.



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Forward of this cabin is a fully equipped gymnasium with exercise bike, treadmill, rowing machine and flat bench for lifting dumbbells.

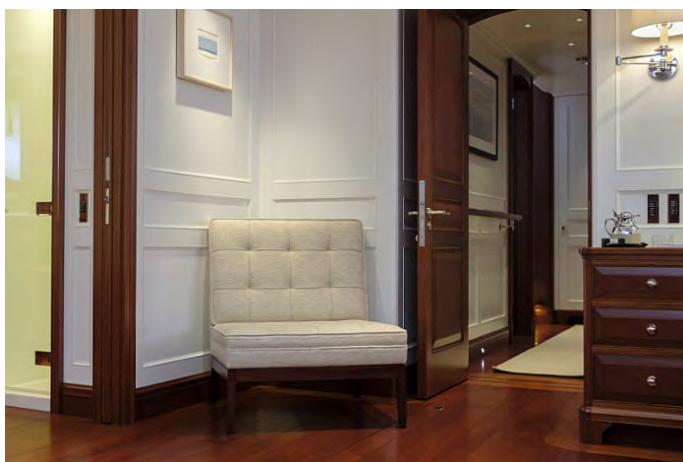


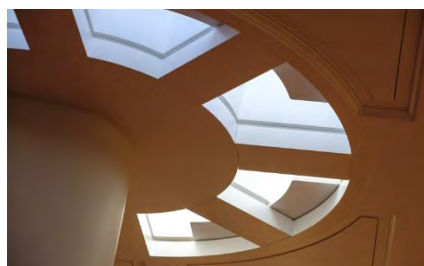


Owners' suite, a spacious comfortable living space

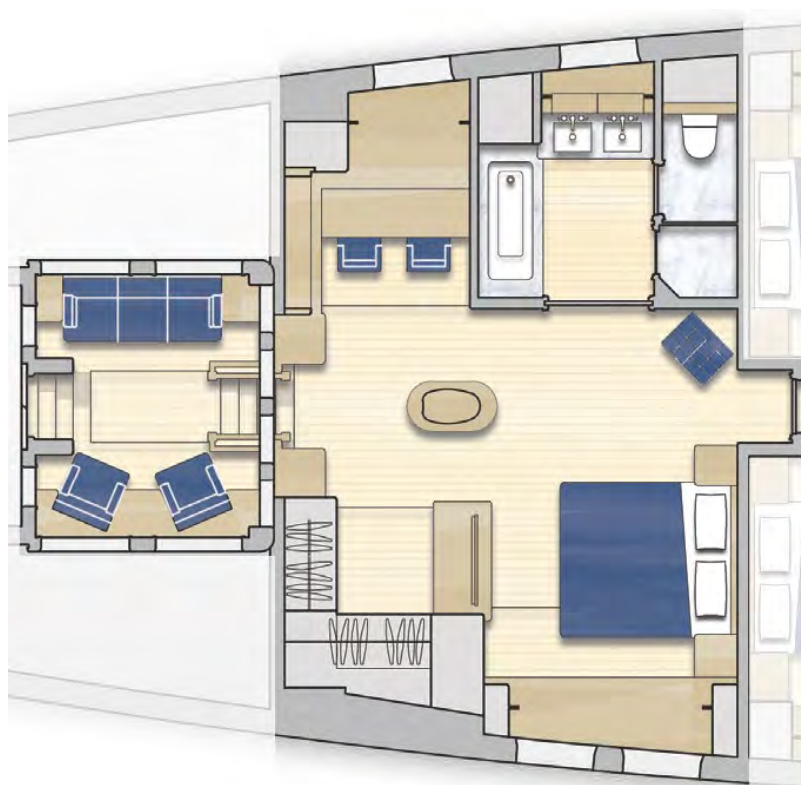
An area of special focus has been the design and fitting out of the extensive and superbly appointed owners' suite.

Entering this spacious suite from the corridor, you are immediately conscious of the natural light that floods in from an oval skylight on the centreline surrounding the mizzen mast. Electrically operated blinds enable each skylight panel to be individually closed.





The owners' sized bed on the starboard side benefits from yet more natural light, from two portholes alongside, and faces aft for a view upstairs to the secluded private deckhouse and cockpit area above.





There is a pop-up TV just beyond the foot of the bed and another in the private aft deckhouse.



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Opposite the bed on the port side is the spacious bathroom, featuring a full-length bath as well as the cabin room with rain shower (also installed in the guest cabins). Sliding doors to the bathroom permit the daylight coming in through the bathroom portlights also to illuminate the suite as a whole.



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Just aft of the bathroom, there is a study with two-person desk...





...and an open walk-in wardrobe.

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“A lot has happened since the owners approved the first round of interior designs,” says Mark Whiteley. “We’ve spent months drawing and optimising details for every room, encouraged by ideas from the owners as well as the shipyard.”



While 3-D animation was considered in the design stage, it was decided to rely on the infallible method of building full-scale mock-ups of the suite (as well as other interior and exterior areas) to really experience the look and feel of the layout and to provide the opportunity to perfect the arrangement before the start of the actual build of the yacht.



PLYWOOD 1:1 MOCK-UPS OF THE OWNERS' DECKHOUSE,
SUITE AND GYM TO SUPPORT THE DESIGN
AND DECISION-MAKING PROCESS

PRESS RELEASE



In fact, two full-scale versions of the owners' suite were mocked up in order to determine which the better of two competing options was: one with a closed walk-in wardrobe and one with a low counter including pop-up TV. The latter was chosen for its 'open' looks and preferred living experience.



PLYWOOD MOCK-UP
AND THE SAME VIEW
IN THE OWNERS' SUITE



Throughout the owners' and guests' accommodation an extraordinary level of attention to detail is evident in the design of door furniture, lighting and systems armatures, chamfered door and wall panelling, right down to neat docking solutions for water carafes and personal items to ensure their security at sea.



AQUARIUS' INTERIOR STYLING MOCK-UP
AT SCALE 1:1 IN ONE OF ROYAL HUISMAN'S JOINERY HALLS.

PRESS RELEASE



Controls for the entertainment system are simple and user friendly, yet elegantly presented on polished steel backing plates neatly mounted into framed and painted recesses.



BEDSIDE TABLE
AND CONTROLS
ONBOARD AQUARIUS



Happy crew, happy owner

The cabin deck, forward, comprises a well-equipped galley, laundry and crew mess, together with five crew cabins, in conformance with the Large Commercial Yacht Code (LY3), accommodating up to ten crew. The owner's firm belief that 'A well looked-after crew is a happy crew' (thereby ensuring a happy owner) has been kept in mind throughout.



PRESS RELEASE

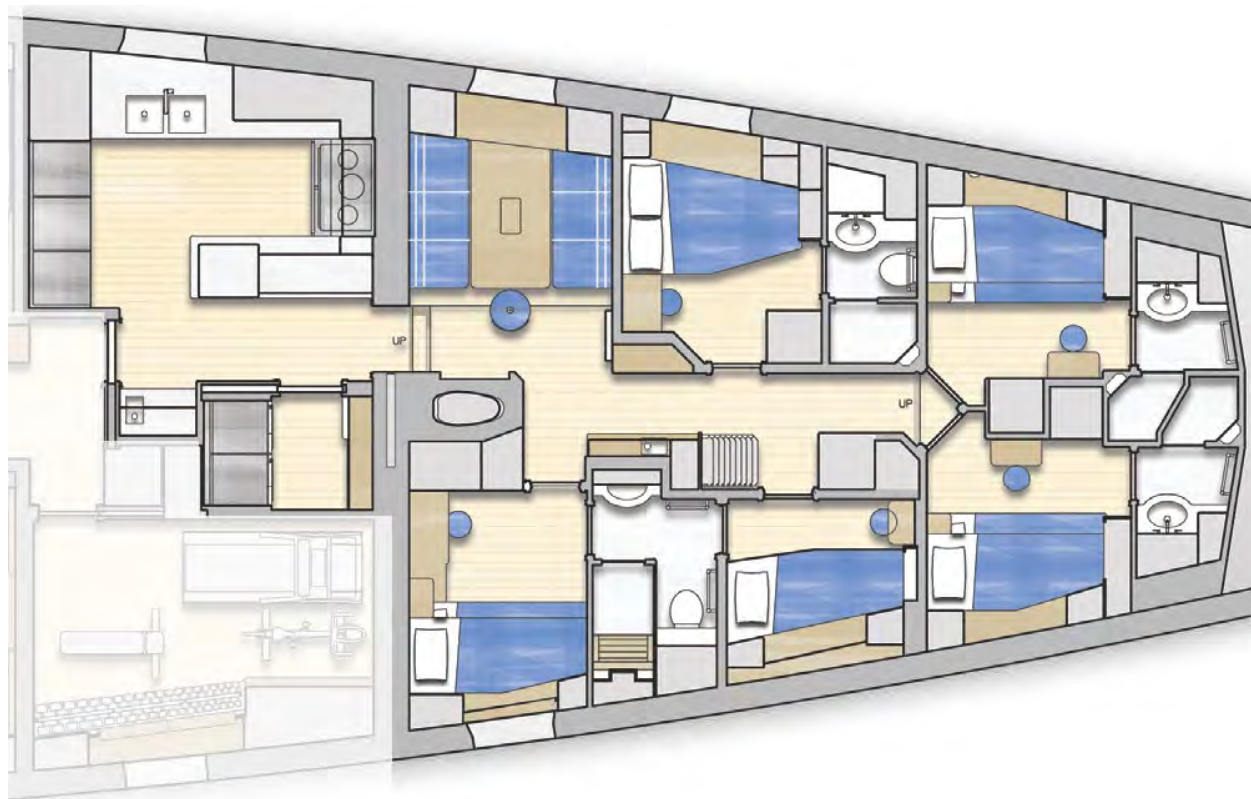


The crew quarters benefit from good natural light and feature, in appearance, the same combination of mahogany veneers and cream panelling as the rest of the yacht.



Given the wear and tear of such a busy area, the panelling in this instance is an Egger-supplied material, milled by Royal Huisman's carpenters to achieve the same visual characteristics as wood wall planking but exceptionally resilient to wear.

PRESS RELEASE



Crew access is via the on-deck crew companionway hatch, with service access from the galley directly to the guest areas.





“I’ve been impressed by the collaborative approach of Royal Huisman,” commented Mark Whiteley. “The shipyard is very happy to go those extra miles and explore options. Their mission has always been to find the very best solutions to benefit the owners, who are planning to spend long periods on board with family while exploring the world.”

Accommodation

Owners’:

Suite with private deckhouse, office,
walk-in wardrobe and double bed

Guests:

2 double guest cabins aft and 1 convertible guest
cabin in foreship (double bed or 2 to 4 single bunks)

Crew:

1 double captain’s cabin, 1 single engineer’s cabin
and 3 twin cabins

Interior joinery:

Classic interior manufactured in-house
by Royal Huisman as per the design
of Mark Whiteley Design Ltd.



Luxury styling: walls and furniture has been made of beveled Swietenia mahagoni panels in combination with white hand painted paneling and fabric (as applied in the lower salon / cinema).

Crew styling is made with grooved white walls by Egger and furniture with Swietenia mahagoni wood details. Floors in Amtico

Upholstery:

Carpets, blinds, curtains and Amtico crew flooring has been delivered by Zijlstra Collection. Crew ceiling panels has been delivered by Cools. Mess sofa has been delivered by Telstar Marine. Sofas has been made by Bray Designs Upholstery Ltd. Headboards, leeboards, flask and glass holder in night stands has been delivered by Cools. Deckhouse salon folding chairs has been manufactured by Glyn Peter Machin. Arm chairs has been delivered by Bakker US. Exterior cushions and mattresses by Telstar Marine.

Interior lights and armatures:

By John Cullen Lighting. Wall and table lamps have been delivered by Vaughan and Linley.



PRESS RELEASE



Natural stone:

Luxury bathroom countertops by Stone Natural Class.
Dechouse bar furniture countertop by
Stone Natural Class.

Interior hardware:

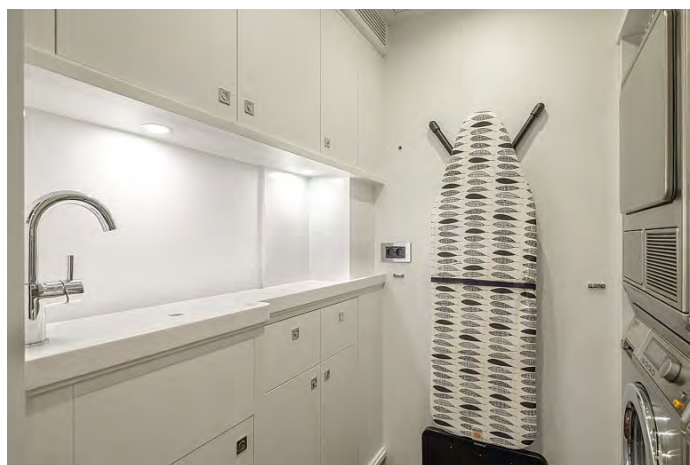
SA Baxter

Refrigerating and freezing system:

Standard professional refrigerator and freezer boxes.
Underfloor freezer made by Vitrifrigo

Household equipment:

Appliances from Miele, Foster, Vitrifrigo, Smeg.





ENGINE ROOM / TECHNICAL

In keeping with the aim of achieving simplicity and reliability, Aquarius' engine room is equipped on well-established lines with an MTU 720kW main engine providing propulsion through a mechanical train, while two gensets provide the hotel and systems services.



Less usually for a yacht of under 500GT, the exhaust gas from the gensets is filtered to eliminate soot and other pollution.

The entire engine room has been designed and engineered as a heavily insulated compartment, inside which specialised mountings and insulation packages have been used for the installation of the main machinery.



Royal Huisman has researched and tested many new methods and materials over the years with the aim of fully eliminating the transmission of noise and vibration through the hull to the accommodation and amenity areas.

The effectiveness of the yard's advanced insulation processes can be judged from the near absence of noise or vibration anywhere in the accommodation areas of Aquarius – even though the 'social hub' deck salon is located directly above the machinery spaces.

Propulsion:	MTU 8V2000M72, 720 kW (966hp) @ 2250 rpm, executed with Soundown exhaust system Gearbox ZF 2300, Hundested VP9½ propeller, diameter 1400 mm with 4 blades
Generators:	2x Northern Lights M 1064A, 70 kW, executed with soot filter and Soundown exhaust system

PRESS RELEASE



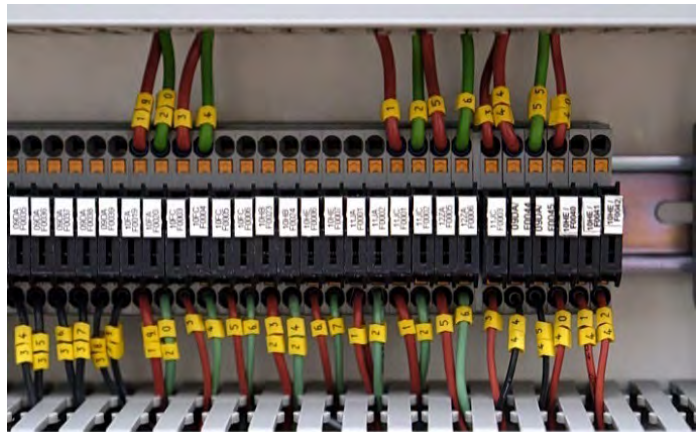
Thrusters:	Bow and stern, retractable units by Hydrosta 110 KW
Fuel tank storage:	24,000 l
Fresh water tank storage:	9,500 l
Black water tank storage:	2,100 l
Grey water tank storage:	4,000 l
Hull speed:	16 knots
Maximum speed under engine:	14 knots
Range at cruising speed:	4000 nm at 10 knots cruising speed
Fuel system:	Custom made by Royal Huisman, Facet fuel separator



Watermaker:	1x HEM 30/3400, capacity 13,000 l (3434.24 USG) / day
Firefighting system:	Royal Huisman Seawater firefighting system, Fire suppression system for engine room
Hydraulic system:	Royal Huisman / Parker main hydraulic system

P R E S S R E L E A S E

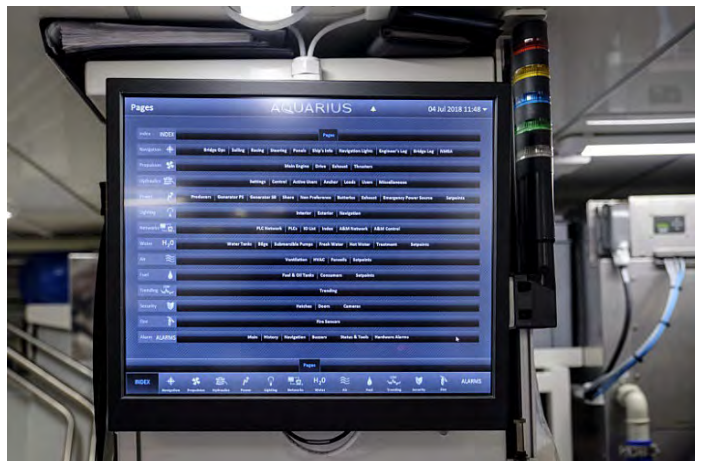
Pneumatic system:	1x Domnick Hunter air dryer, 1x Jun-air diving compressor
Waste water system:	1x Hamann HL Cont PLUS 025 AN
Insulation:	Thermal and acoustic insulation, Insulation package based on glass wool & rock wool
HVAC:	MAR-IX system with chiller units and fancoils, fresh air system



Electrical system:	230/400 V AC-50Hz parallel, 3-phase and single phase electrical system. Main switchboard with power management & paralleling system. 1x emergency power system / 2x set of 2 starting batteries / 1x set of 2 radio batteries / 1x shore converter 60 kVA. Systems by Tijssen Elektro, Alewijnse, Eekels, Valence, Victron and Royal Huisman.
Navigation systems:	Navigation system B&G H5000, 2x Radar Furuno, Chart MaxSea, GPS Furuno, AIS Sailor, Gyro compass Teledyne, Navtex weather receiver Sailor, Satcom C Sailor, Echosounder Furuno, Systems by Tijssen Elektro
Communication systems:	VHF transceivers Sailor (2x), SSB transceiver Sailor, VSAT Sailor 900 Vsat (2x). Systems by Tijssen Elektro

System supplied by Van Berge Henegouwen

Royal Huisman Alarm & Monitoring system





“Attention to detail. In every detail”

PRESS RELEASE

LAST, BUT NOT LEAST

As you might know Royal Huisman works closely with our clients and members of the yachting press. We do this in order to give all our media friends equal support and opportunity. Please introduce us to new press colleagues: we will be pleased to assist them and add their contact details to future press releases.

The images from this Aquarius background information file can be available on request.

Also, we have also interviewed the owners of Aquarius as well as key members of the design and build team to gain further insights from the perspective of their individual disciplines: these Q&A's are available upon request too.

Please respect the following:

- “Let the yacht be the hero”: the owners of the Royal Huisman yachts respectfully ask that their names, nationality, occupation and all additional references to their personal lives should be excluded from all articles printed, online or otherwise.
- The information and illustrations are for media or press publications only.
- Royal Huisman requests that the use of images should also acknowledge the photographer / creator where applicable. The file name of each image contains the creator's name.
- Feel free to also send your draft text for review or fact checking before publication.

For any questions, please contact Jurjen van 't Verlaat (jurjen@royalhuisman.com or +31 527 243131). Can you please send us a high-res pdf of the final article or link to the website page after publication?

